

TRANSFER & STORAGE

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PITTSBURGH, PA.

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TRANSFER & STORAGE



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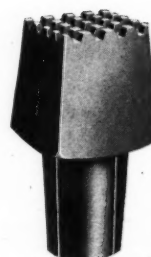
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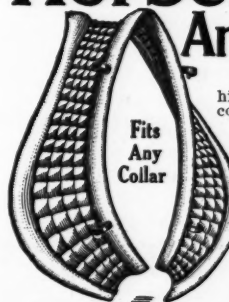
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PITTSBURGH, PA., JANUARY, 1915.

NO. 1

Exit The Team Owners' Review—Enter TRANSFER & STORAGE

On January 1, 1902, following persistent requests on the part of many large trucking and transfer companies of the United States and Canada, the first number of "The Teamster" appeared. This paper was published in the interests of the "Teaming, Hauling, Carting, Trucking and Transfer Companies of the United States and Canada," to quote from its platform, printed in the first issue. In September of the same year, "The Teamster" had on its cover the words, "The Team Owners' Journal." In spite of the fact that many of the transfer and carting concerns in the Eastern cities are still known as teamsters, the name "teamster" was beginning in 1902 to refer more particularly to the actual driver. Consequently the name "The Teamster" for the new publication was misleading, in that anyone not familiar with the paper would be led to believe that it was a driver's paper.

In October, 1903, The Team Owners' Review made its initial appearance, and "The Teamster" went out of existence. The new paper was the same as the old one in every way. The only change had been in name. The same class of reading matter was published and the same class of people, the transfer and storage firms of the country, appealed to. From October, 1903 until January, 1915, is a long jump, but during those years The Team Owners' Review was issued regularly each month. But to anyone who did not know the paper, either through connection with the National Team Owners' Association or the American Transfermen's Association, a long-winded explanation was necessary before he could be made to understand that The Team Owners' Review published news of interest to both transfer and storage people.

In September, 1914, the explanatory phrase "A Monthly Journal of Transfer and Storage" was adopted, announced and added to the cover of The Team Owners' Review. After much debate it was decided that "Transfer" includes within its meaning the allied businesses of "Teaming, Hauling, Carting, Trucking and

Transfer," about as well as any single word can, and as most of the readers of The Team Owners' Review have always been freight or baggage transfermen, the "Transfer" part of the new phrase certainly covers these lines of business. The word "Transfer" means the carrying, or movement of goods, no matter what their nature, from one point to another.

During the intervening years, between 1902 and 1915, an offshoot of the transfer business began to make itself felt and to assume commercial proportions which have made it almost as important an industry as that from which it sprung. This is the storage business. We say "almost as important" for this reason: a town of 50,000 population will support at least ten good-sized transfer companies, but hardly more than one modern fireproof storage warehouse, devoted strictly to household goods.

Both "The Teamster" and The Team Owners' Review had always included storage warehouse news in their columns, but it was not until September, 1914, that the storage business received recognition in the title of the paper, when the explanatory phrase above-mentioned, was adopted. During the 13 years of its existence, the number of readers of the paper had steadily increased, the increase being about equally divided between strictly transfer and transfer and storage companies. For in the smaller towns, like our own little village of Pittsburgh, the storage firms are always transfer firms. Haugh & Keenan Storage & Transfer Co., Murdoch Storage & Transfer Co., Shanahan Transfer & Storage Co., Blanck's Transfer & Storage Co., and the O'Neill Express & Storage Co. are but a few examples of how closely linked are the two industries in nearly all the cities of the country. The exceptions are New York City, Chicago and Philadelphia. But even in these centers, The Team Owners' Review gained many readers among the strictly storage class, because they are large owners of horses.

Like the demand for the starting of "The Teamster"

in 1902 and the demand for the change in name of the paper to The Team Owners' Review in 1903, the demand for recognition in the name of the paper of the storage companies has been persistent and strong. The managers of The Team Owners' Review did not want to change the name of the paper. A name that has nearly 13 years of standing back of it is much more valuable than a new name, so a compromise was tried in putting the explanatory phrase "A Monthly Journal of Transfer & Storage" on the cover. This did not suffice and, it being decided that the name The Team Owners' Review was far too general for the field that the paper is designed to cover, TRANSFER & STORAGE was hit

upon as the best name possible under the circumstances.

The change in name does not mean that the paper itself will be changed in any way. The real field of the paper has always been the transfer and storage businesses and news of both these lines has always been carried. The change is one of name and of name only. The transfer business is still the largest business in point of numbers and, as heretofore, the transfer business will receive a shade more editorial notice than the storage business, but as TRANSFER & STORAGE is the only national journal appealing to the storage man, the plan of its editors is to get out a paper for them that will be of more interest and value as each succeeding edition is issued.

H. T. L.

Was Interstate Commission's A Just Decision?

Upon looking over the report of the Interstate Commerce Commission in the Tailboard Delivery Case of the National Team Owners' Association, nothing seems to stand out as an equitable basis upon which the decision against the National Association, and against every freight transferman in the United States could have been rendered as it was. A decision ordering tailboard delivery and tailboard receipt themselves—the first the delivery of l. c. l. freight to the tailgate of the teamster's wagon, and the second the receipt of l. c. l. freight from the tailgate of the wagon at freight terminals—was hardly hoped for by the National Association, but the National Association did expect that at least the carriers would be ordered to provide better facilities at their terminals in the form of more men, occasional aisles between the goods, better tiering of goods, and general improvements.

Nowhere in the Commission's report is there a word regarding these apparent freight terminal faults. Some of the most important evidence submitted by the transfermen has been wholly disregarded by the Commission in its final decision. The carriers are not ordered to increase their employees to help in the movement of freight; they are not ordered to have better aisles or to tier and segregate the goods in their terminals so that they will be readily accessible.

In the New York City case the transfermen introduced evidence to show that during the busiest hours of the day, namely during the afternoon rush of outbound package freight, teams will be waiting by the hundreds to get to the bulkheads, and yet there will be several doors by which freight could move out, closed, and no attempt made to open them to relieve the congestion. It was shown in the New York City case, that at least one of the carriers had given up one of its waterfront terminals and allowed that to stand idle, while more than double the freight that formerly moved over two terminals, moved over one, causing congestion, confusion and delays. This was done to cut expenses, the

operating force of the terminals being cut down 25 per cent when the first was closed.

There is nothing said in the Commission's report about the accumulation of freight at the doors of outbound bulkheads owing to the fact that the carriers have not facilities for removing the freight as fast as the teamsters unload it unto the platform. There is nothing said about delays at the cashier's office and delays in finding checkers to check out inbound goods after they have been found, or to check in outbound goods after they have been unloaded by the driver.

We have enumerated a few of the things that the Commission has overlooked; we will now take up those things that are mentioned in the report, which will be found elsewhere in this issue of TRANSFER & STORAGE. It is remarked that the railroads order their employees to help find freight and to help load it. In part this is true. However, the National Association showed that at some points, the driver must pay a public loader an extra amount for helping him to find and load his freight. These public loaders are not employed by the carriers, but are permitted to go upon the piers and into the terminals and solicit this business for their own profit. This is on inbound freight.

This is an added expense to the transferman. Then, too, if the railroads do order their employees to help find and load freight, there are frequent and costly delays usually before a man is free to render this service. The carriers do not employ any more men at their terminals than they can keep busy during the slackest part of the day. Were the freight evenly distributed in its movement during the 8 hours that the terminals are open, the railroads would not have enough men to handle it. As it is they are far short of men in the rush hours.

As far as inbound freight at destination is concerned, the railroads are not particular about it. They have "had their's" out of it as the saying is, and can afford to be independent. Consequently they make the transferman pay for a public loader's services. On the other hand, they are only too anxious to get the out-

bound freight through as fast as they conveniently can without adding more men and more overhead expense. They do order their men, such few as they have, to help move outbound freight and there is no extra expense, and except in the rush hour, very little delay in unloading outbound shipments. At least so it is in New York City.

It is evident that tailboard delivery is a good thing, where it is forced by competition among the carriers themselves. As the Commission says in its report "at Cleveland, for example, this method was instituted by a railroad company having very limited facilities at its station for accommodating trucks, and it was thereafter adopted by other carriers competing for traffic in that city." If tailboard delivery were so expensive that the railroads would lose money by handling freight under it, why should they install it so they could get more freight to handle? At Buffalo tailboard delivery was adopted to lessen the pilferage by teamsters. Are there any more thieving teamsters in Buffalo than there are anywhere else? If tailboard delivery would be a benefit to the merchants and team owners of Cleveland for it was the merchants and team owners that the carriers wanted to influence when their competitive methods made them institute tailboard delivery there—and if it would be a benefit in Buffalo in preventing theft, why would it not be a benefit to the merchants and team owners of New York City, Philadelphia or Cincinnati in the same way that it is to those of Cleveland, and to the carriers themselves as it is in Buffalo?

It is stated in the report that the teamsters do not take advantage of tailboard delivery where it is in force. In the words of the chairman of the Commission "the teamsters are not inclined to remain inactive on their wagons, awaiting their turn for assistance by the carrier's employees." Tailboard delivery under such conditions, is not tailboard delivery. The real reason why tailboard delivery was requested in the first place, was to eliminate all waiting for "assistance by the carrier's employees." Judging from the fact that the teamsters have to wait at all where tailboard delivery is supposed to be given, shows that those particular terminals are suffering from the carriers' common complaint—lack of men.

The Commission states that the teamsters in the different cities are not in competition, and because tailboard delivery is maintained in a few places, it does not follow that an order imposing this duty upon the carriers at all points would be justified. True—the team owners are not in competition in the different cities. If they had been they would not have gotten together on this case the way they did. The only selfish interest the team owners had in this case was that they might be able to make a fair margin of profit from the transfer of freight, without raising their prices. Equally important with the transfermen's selfish interest—there must be a selfish interest back of all such cases, or they wouldn't be started—was the relief of commerce.

The Commission notes that no complaint was received from the actual consignees in Philadelphia or elsewhere. Of course there was none. The National Team Owners' Association did not have the support of the shippers of the country as it should have had. Why? Because the shippers could not see their interest. Should they be made to pay by the hour for freight transfer instead of by the piece, there would soon be a great hullabaloo for help from the Interstate Commerce Commission. The shippers did not realize the importance of the tailboard fight to them. They had not had it brought to their attention quite forcibly enough.

In reference to the peddling system, by which a teamster must take freight for different points to different doors, the Commission remarks that the allegation lacks force. The Chamber of Commerce of Boston, doubtless through the influence of the Boston Team Owners' Association, has recently recommended as follows:

At the railroad terminals the chamber would have each railroad receiving at any door of each freight house all freight destined for that house instead of requiring it to be distributed by teamsters to several doors; and all roads rearranging their freight houses for the more convenient reception and distribution of freight. Improvement at the steamship terminals it believes could be secured by instituting a system of sorting shipments and arranging the goods of each consignee separately at accessible parts of the dock and out of the line of driveways and passageways.

Further, by providing at the end of each wharf nearest the street a receiving platform with clerks, at which teams with small shipments could make deliveries of freight and secure receipts, and by clearing docks of all merchandise left after the end of free time and storing such merchandise in a warehouse.

The Commission comments on the fact that there is a rush at terminals in the morning, starting at 10:30 a. m., and continuing until noon, with inbound freight, and a rush with outbound freight starting at about 3 o'clock in the afternoon and not being over until after the closing hour at 4:30. This is admitted to be a great drawback to the efficient handling of freight, both by the shippers for this. But this is not true. The team infers that the team owners are to blame equally with the carriers for this. But this is not true. The team owners would be glad to have these two rush periods done away with, as it would permit them to cut down the number of teams they have to employ and thus cut their expenses. These rush periods are the fault of the shippers alone. Every shipper wants his freight in the morning, so that he can open the goods and get them arranged for use; on the other hand, the packing of outbound freight is put off until the inbound has been handled, and consequently this piles up until late in the afternoon.

Taken all in all, the Commission, with the information that it has on hand, could have ordered many improvements in the handling of package freight.

It is not known whether or not the Tailboard De-

livery Case will be carried any further. A consultation of the officers of the National Team Owners' Association will be necessary before this can be decided. What remains to be done now, is to pave the way for an appeal by lining up the merchants and shippers on the side of the team owners. They should be given to understand that if better facilities are not secured at freight terminals, it will be necessary to raise the prices for freight transfer work or that a charge must be made for the actual time that a team and driver expends in getting freight.

The officers of the National Association and Ward W. Pierson, attorney for the National, deserve the thanks of every team owner in the country for the fight that has been put up to obtain tailboard delivery. The National's officers have spent their time and money in trying to get a just decision, and if the case is appealed, they should have the moral and financial support of every freight transferman in the country.

H. T. L.

Among the Associations

Busching President of Cincinnati Owners.

George Busching was elected president of the Cincinnati Team Owners' Association at the annual election, held at the Odd Fellows Temple on December 10. Almost the entire membership was present at the meeting. The other officers elected for the ensuing year are: First vice president, Charles Spille; second vice president, E. H. Franz; treasurer, George Reichel, and secretary, H. J. Stueve. The executive committee consists of William J. McDevitt, Henry Tieman and John Lampe.

Following the election, the meeting was addressed by Oscar Trounstone, of the Ohio Humane Society, who spoke on the necessity of having public drinking fountains for horses.

Farrell Re-Elected at Philadelphia.

The regular monthly meeting of the Philadelphia Team Owners' Protective Association was held on Thursday evening, December 17, 1914. This being the meeting for the election of officers for the coming year, it is needless to say that it was one of the liveliest meetings that has taken place in Philadelphia in a number of years. All the old officers were re-elected, with the exception of the recording and financial secretary, Theodore Gabrylewitz. The officers for the coming year will be: Charles Farrell, president; M. Killmurray, vice president; John Sheahan, Jr., financial secretary; Jay B. Taylor, recording secretary, and C. Gleason, treasurer.

St. Louis Elects Jansen President.

The St. Louis Team Owners' Association has been a busy organization lately; not only has the annual elec-

tion of officers been held, but the association has given its annual ball, has taken up the matters of snow removal and one-way streets, and is making arrangements for its annual banquet the latter part of January.

The election of officers was held on December 10. The following officers were elected for the ensuing year: George R. Jansen, president; Hupp Tevis, vice president; A. J. Kuepfert, secretary; Robert F. Mitchell, treasurer; J. P. Vahrenholt, seargent-at-arms, and Farwell Walton, traffic manager. The board of directors for the coming year will include the following: Edwin Weber, Frank F. Tirre, Carl Kaufmann, George P. Johannes, Jr., and Herman A. Lueking. At this meeting, Mr. Mitchell, Mr. Tevis and Mr. Tirre were appointed a committee to make all arrangements for the association's annual banquet.

The twenty-third annual ball of the association was held Thanksgiving eve at Trimps Hall in the West End. The entertainment was the grandest and most successful ever given by the association. Team owners and their families mingled with their friends and their families, and the evening was one of solid enjoyment for all. Several of the city officials were present, as was a recently-elected congressman of the twelfth district of Missouri. The music was specially selected for the occasion by the arrangement committee, which consisted of Farwell Walton, Frank Tirre and Carl Kaufmann with all officers of the local association in ex-officio capacity.

The weather was ideal for an affair of this kind. Quite a number of automobiles were used by the members bringing their families to the hall. There were present between 500 and 600 persons, and when the tune of Home Sweet Home was played at 12:45 a. m., one of the best social occasions those present had ever known passed into history. On December 1 the association had an important meeting at which the Hon. C. M. Talbert, director of the sewer and street departments of the city was present. The subject discussed was the removal of snow from the downtown streets where traffic is heaviest. The association had complained previously to the street department of the neglect in this respect of the downtown streets. It has always been customary to clean away the snow in front of the large department stores after the street car company had cleared its tracks and shoved the snow into the gutter.

Mr. Talbert said that he was aware that the team owners had been neglected and for that reason he had called the meeting in order that the association might assist him in determining what streets should be scraped first in the morning after a heavy fall of snow. After some of the members present explained to Mr. Talbert and his deputies what streets are most used, and had showed him how the cleaning of these streets would keep the teams off the streets occupied by street car tracks, the commissioner readily saw the good points of the team owners' arguments and ordered his as-

sistants to start two of their crews at the first snow fall, with scrapers from given points. At this meeting, five of our members were present with a representative of the city's largest transfer company.

Because of the success of the one-way traffic that has been instituted in six of the busiest down-town streets, Mr. Talbert asked the committee's views on establishing the one-way traffic on two more streets this spring. The committee thought that it would be a good thing.

The city of St. Louis is running its street sanding machine now attached to a motor truck. On each one-way street of the city, there is but one trolley track, the cars running in the same direction as the rest of the traffic. Wagons drive on the left side of these streets, avoiding interference with the loading and discharging of passengers by street cars. Automobiles are stopped on the right side, facing in the direction in which traffic is moving.

A. J. KUEPFERT, Secretary.

One Feature of an Association's Value.

Lieutenant W. B. Mills, of the Central Station, of the Philadelphia police department, in speaking before a large audience at Wilmington, Del., recently in regard to traffic control and the observance of street traffic rules, sets forth one important feature of the value of a local team owners' association. Regarding conditions in Philadelphia, he said:

When a man driving a heavily loaded truck doesn't obey the traffic laws we simply take the number of the license and the name of the driver and his address. If the firm belongs to the Team Owners' Association we write to the secretary of the association and lay the trouble before him. When an infraction of the regulations occurs in the congested business section of the city we make the arrest as soon as possible in order not to delay traffic longer than necessary.

If the team owners of Wilmington would get together and form a local association they would find many other important questions beside that of traffic control in which the association would be of great value.

Stable Inspection.

The Boston Workhorse Relief Association is doing a good work in offering prizes for excellence of stables wherein horses are kept. The workhorse parade at the end of May has become an annual feature of interest and importance to the city—a real constructive effort, for it has resulted in a manifest improvement in the general condition of the city's work horses. But the work horse on parade is not the whole problem of good treatment of the horses. Clean up the stables. Give the horses a good home. The association by going into the stables through this competition extends its work and further benefits the community.—Exchange.

The association will inspect stables containing upward of 5,000 horses this year, awarding first, second and third prizes for the best stables.

Necessity of Noon Feeding.

The Boston Work Horse Relief Association has sent out the following regarding feeding horses:

1—Horses should be fed in the stable at noon, if possible, and the harness stripped off.

2—If it is necessary to feed in the street, unfasten the outside traces of a pair, and loosen the harness of a single horse, as they will rest much better that way. Especially loosen the hames and collar so that the shoulders can cool.

3—The large, galvanized iron pail with broad leather strap is, we believe, better and safer than the nosebag. The pail should be scoured out with boiling water occasionally.

4—Tighten the strap of the pail as the horse's nose goes down in it so that he will not throw up his head, and lose part of his dinner.

5—Fasten a cord or strap from the pail to the belly girth, if the horse is in the habit of throwing up his head; but do not have this cord or strap too tight, for in that case the pail strap would cause a sore where it passes over the horse's head. A ring on the bottom of the pail is useful for this purpose.

6—Take pains to remove nosebag or pail as soon as the horse has finished, so that he can breathe comfortably.

7—Feed your horse at exactly the same hour every day, or else he will fret; and if you are obliged to work him before he has finished his grain, do not give him the rest of it later. Oats take about two hours to digest, and if the horse has in his stomach oats partly digested and also oats not digested at all, colic is very apt to result.

8—For the same reason, that is, to avoid colic, accustom your horse to drink before his noon feed, and do not water again until 2 hours after he has finished his grain.

9—In very hot weather make your noon feed a mixture of half oats and half bran. A handful of hay before the horse eats his grain is always beneficial.

10—On account of glanders do not borrow or lend a pail. Keep your pail for your own horse, and always have it with you.

New Baggage Rule in Effect.

Beginning on December 15, railroad lines out of New York City and in the Trunk Line Association will refuse to check baggage to distant points on what are known as "split tickets." The rule will not affect cash buyers of through tickets.

The term "split tickets" refers to those made up of tickets, mileage and pass. Heretofore traveling salesmen, buyers and merchants who traveled extensively were accustomed to buying tickets to certain points and checking their baggage to a more distant point.

Bulletin on Purchased Feeds.

All those buying feeds for horses of any kind in Massachusetts should consult the annual bulletin just issued by the Massachusetts Agricultural Experiment Station.

This bulletin contains the analyses of all commercial feed stuffs found in the Massachusetts market during the past year.

Decides Tailboard Case Against National Association

On January 2, the Interstate Commerce Commission made public its decision in the Tailboard Delivery case of the National Team Owners' Association, the opinion of the Commission being that the carriers should not be ordered to institute tailboard delivery and tailboard receipt at freight stations and terminals where it is not in force at present. This case was brought by the National Team Owners' Association to relieve conditions at freight terminals which had become unendurable. Delays in getting freight had become so great that the profits of the transfer companies were being almost wholly absorbed.

The National Team Owners' Association could not itself carry on this case, but was allowed to intervene as a complainant. Hearings were held in Philadelphia, New York City and Cincinnati, the local associations of these municipalities being the direct complainants. These three cities were conceded to be among the worst in the country from this standpoint. The decision of the Commission was to be based upon the conditions found in these three cities, but was to be national in its scope—it was to cover every city in the country. If tailboard delivery had been granted for these three cities it would have been ordered for every other city. A complete report of the history of this case will be found in the July, 1914, number of *The Team Owners' Review*, now *TRANSFER & STORAGE*, and numerous other references, reports or hearings, etc., have been published in 1913 and 1914 issues of *The Team Owners' Review*.

As most of our readers are familiar with the case, it is necessary for us to give, in this number, the report of the Commission only. This follows in full:

REPORT OF THE COMMISSION.

Harlan, Chairman:

These three proceedings represent a concerted effort on the part of certain associations of team owners in Philadelphia, New York, and Cincinnati, to bring about a change in the rules and regulations adopted by the defendant carriers at those points with respect to the receipt and delivery of less-than-carload package freight. The complaining associations include within their membership numerous firms and individuals engaged in trucking merchandise for others to and from freight stations and piers. The National Team Owners' Association, with which the above-named associations are allied, was granted leave, upon petition, to intervene as a complainant. The defendants named in the complaints include not only railway lines, but water carriers plying to and from the ports of Philadelphia and New York and other ports within the United States, and also water carriers engaged exclusively in the foreign trade.

It is alleged that the defendant carriers do not perform their full duty as common carriers in that they do not make a proper and complete delivery of freight at their terminals, and that they discriminate between per-

sons and places. Stated more in detail, the complaints allege—

1—That the defendants do not separate, segregate, or make conveniently accessible freight received for local delivery.

2—That they do not maintain stations with sufficient floor space, so that congestion and delays result.

3—That shipments are piled in masses, with the marks frequently covered or turned down, and without aisles of sufficient width to permit the passage of a hand truck.

4—That reasonable facilities are not provided for the loading and unloading of less-than-carload freight.

5—That the defendants segregate, or place in designated locations on the station platforms or floors, merchandise consigned to certain teamsters and consignees, while refusing to perform this service for others.

6—That the complainants are discriminated against in that greater assistance in removing freight is rendered by employees of some of the defendants at other points.

7—That the delays resulting from the alleged confusion at freight stations subject the complainants to undue and unreasonable expense and retard the movement of freight across the platforms.

Tailboard Delivery Defined.

The relief prayed for is an order directing the defendants to place in effect a rule providing for a so-called tailboard delivery and a tailboard receipt of less-than-carload freight. By tailboard delivery is meant that the defendants shall make the goods readily accessible, either by permitting the complainants to back their trucks to the place at the station where the goods have been placed, or, if the arrangement of the platform or pier renders that impracticable, that the defendants, by their own employees, shall truck the goods to the tailboards of the wagons. By tailboard receipt is meant that the defendants shall promptly receive outgoing merchandise at the tailboards of the wagons, without requiring the complainants to remove the goods previously unloaded at that point by other shippers, and that the complainants shall not be required to unload their shipments at more than one location upon the station platform.

A proceeding entitled "*Gabrylewitz vs. P. R. R. Co.*," involving practically the same issues, was brought before the Pennsylvania State Railroad Commission in October, 1912, its docket No. 965. That complaint related to the refusal of the Pennsylvania and Philadelphia & Reading Railroad companies to make tailboard deliveries to the trucks of the complainant. There was also the allegation of discrimination in that merchandise consigned to certain shippers who employed as drayman a member of the Philadelphia Team Owners' Protective Association was not segregated, whereas merchandise intended for certain other consignees was assembled in one section near the edge of the platform, thus practically affording tailboard delivery. That commission, after taking testimony and making an inspection of the premises of the defendants, dismissed the complaint, holding in substance that tailboard delivery, in its opinion, would not expedite materially, if at all, the delivery of freight. The contention that the carriers had failed to perform their full duty as to delivery of freight until they had placed at the tailboard of the wagon, the ar-

ticles called for in the bill of lading was held not to have been sustained. The charge of discrimination was also dismissed, that commission holding that the segregation of freight into piles convenient for its removal tended to increase station efficiency and the rapid handling of the freight, and "that it would naturally and necessarily as a business consideration become an essential part of 'tailboard delivery' or any other system that might be installed." Certain recommendations relative to the enlargement of floor space and the providing of additional hand trucks were made, which recommendations it is said have been or will be complied with by the carriers.

It is unnecessary to discuss at length the different methods that have been adopted by the carriers for the delivery of less-than-carload freight. It may well be assumed that the methods and practices finally determined upon are those which, in the judgment of the operating officials of the carriers, are best adapted to meet the conditions at each station, and to permit of the handling of freight with rapidity and justifiable economy. While the details of those methods vary at the different stations the general practice appears to be about as follows:

Arrangement of Freight Afters Unloading.

The inbound cars, upon arrival, are promptly unloaded, the freight for local delivery being arranged on the station floor either by carloads, commodities, or consignees, i. e., (1) all the freight in a given car is placed in one section of the terminal, or (2) it is separated by commodities, all similar articles being assembled in one section, or (3) it is arranged as to consignees in alphabetical order. Whichever method is used the station records definitely show the location of every shipment upon the station floor, and when the consignee or drayman, in response to the notice of arrival, calls for his goods, he is advised into which section they have been unloaded. He then backs his wagon to the nearest available doorway to that section, or, if the freight has been unloaded onto a pier, he drives down the pier to the designated section, or as near thereto as possible.

The feature of the delivery most objected to by the complainants is the difficulty promptly to locate the desired shipments. This condition is said to exist because the goods of one merchant are frequently superimposed upon those of another or so intermingled as to necessitate additional handling, with a resultant loss of time. The defendants assert, on the other hand, that their employees have explicit directions to assist in locating freight, if called upon to do so, and to remove any obstruction to the ready and clear access of the package wanted.

Legal Duties of Carriers.

The legal duties of common carriers in connection with the delivery of package freight have been clearly stated in numerous decisions of the courts. From these decisions it appears that when the goods have been so placed in the warehouse at the point of destination as to be reasonably accessible to the consignee, open to his inspection, and permitting of their safe and convenient removal by the consignee or his agent, common-carrier liability ceases and the responsibility thereafter is that of a warehouseman only. It is likewise made clear, however, that goods are not regarded as being ready for delivery if they are so placed as not to be obtainable by the person to whom delivery is to be made or if they are so mingled with or covered by other goods that the consignee can not inspect or remove them without himself undertaking their selection and separation from the heap.

In so far as the defendants have failed to fulfill their

obligations in these respects, they have failed in their duties as common carriers. The testimony is by no means conclusive, however, that they have willfully refused or neglected to effect the full delivery contemplated by the law. On the contrary, the evidence shows that they are ready at all times to render any assistance that may be necessary to locate, uncover, and place in an accessible position any package that is called for, and will even assist in loading it if it is too bulky or heavy to be loaded by the consignee. The law requires no more than this, and to require of the carriers an additional movement of the freight from the floor of the warehouse to the trucks of the consignee or drayman would be unwarranted and arbitrary.

It is true that at Cleveland, Buffalo, and a few other places a modified system of tailboard delivery is in effect, having grown up largely through competitive influences or peculiar local conditions. At Cleveland, for example, this method was instituted by a railroad company having very limited facilities at its station for accommodating trucks, and it was thereafter adopted by other carriers competing for traffic in that city. Tailboard delivery was said to have been resorted to at Buffalo and other cities in an effort to lessen the amount of pilferage by teamsters. But even where this system is provided the teamsters are not excluded from the platforms, nor do the majority of them take advantage of it. The record shows that ordinarily the teamsters are not inclined to remain inactive on their wagons awaiting their turn for assistance by the carrier's employees, but, in order to avoid delay, prefer to secure their merchandise themselves, in the same manner as do the teamsters at Philadelphia, New York, and Cincinnati. It is acknowledged of record that the teamsters of one city are not in competition with those of another, and it does not follow that because a form of tailboard delivery is maintained at a few places under peculiar and special conditions an order would be justified imposing this duty upon the carriers at all places. No complaint has been filed by the actual consignees at Philadelphia or elsewhere as to these different practices prevailing at Cleveland and Buffalo, and they are the real parties to the transportation contract.

Question of Discrimination.

The complainants contend that they are discriminated against in that all inbound freight consigned to certain firms, or in the care of certain teamsters, is segregated and placed in one location in the freight warehouse or on the pier, where it may be readily obtained, whereas freight consigned to other persons or firms is not so segregated, but is placed in the sections with other merchandise. In answer to this the carriers explain that some consignees receive daily a volume of freight so large that if spread out over the station floors by commodities or carloads so much floor space would be required as to materially retard the delivery of freight to the public generally. In order to expedite the handling of the freight, as well as to conserve the floor space, the carriers have adopted the practice of segregating the shipments intended for the consignees or teamsters who receive daily a considerable volume of freight and who undertake to remove it early each morning. There is no discrimination in this practice, however, for the evidence shows that any consignee or teamster who is able and willing to observe the requirements as to volume of traffic and prompt removal of goods may have his freight so segregated if he desires. In our judgment this is a reasonable practice, resulting not only to the advantage of the defendants through efficiency of station operation, but also to the general public and the team-

sters, who, under the prevailing system, are obliged to go upon the station platforms to obtain their goods.

The complaints respecting the defendants' methods of receiving outbound package freight refer particularly to the so-called "peddling system," in operation at a few of the stations. This system is described by counsel for the complainants as meaning "the distribution from door to door, and from pile to pile at the same station, merchandise intended for different consignees along the same route." This allegation lacks force. It appears that outbound freight is dispatched on trains operating on regular schedules and departing soon after the published closing time of the station; the plan of partial segregation complained of has been found necessary in order that such freight may be forwarded the same day that it is received. The necessity for some such arrangement is obvious, for the record indicates that during the last hour and a half of the day more than 50 per cent of the outbound freight is received at the stations, the greatest rush being from 4 to 4:30 in the afternoon. If freight for all destinations were dumped indiscriminately at every receiving doorway, it would be manifestly impossible for the carriers at some of their stations to separate and load it into the proper cars between the time it is received and the time the trains depart.

Methods of Carriers Are Reasonable.

Upon a full consideration of all the facts of record, including numerous exhibits introduced by the complainants to substantiate their charges of unreasonable delay to teamsters, we are of the opinion that the methods which have been adopted by the defendants herein for the receipt and delivery of package freight are reasonable and nondiscriminatory, and have been formulated through the experience gained in the operation of each individual station. It would appear that the teamsters and shippers are themselves responsible for much of the delay, in that the hauling to and from the stations is not more uniformly done throughout the day. The practice of hauling inbound freight in the early morning hours and outbound freight during the late afternoon results in congestion that would be greatly relieved if the hauling were distributed more evenly.

In view of these conclusions the jurisdiction of the Commission and the power of the complainants to invoke that jurisdiction need not be discussed at length. It is sufficient to call attention to the fact that the complainants, acting in the capacity of draymen, have no interest in the goods transported nor in the payment of the transportation charges. As we said in *New York Team Owners' Association vs. S. P. Co.*, 12 I. C. C., 204, 208.

It is by no means clear that a person of company engaged in draying goods to a station is entitled under the act to complain on his or its account of a preference granted by a carrier to another person or company engaged in a like business, neither the complainant nor the preferred drayman being shippers or having any interest in the rate or service rendered by the carrier.

It follows from what has been said that the complainant must be dismissed.

32 I. C. C.

Glanders Breaks Out Near Pittsburgh.

Horsemen in the vicinity of Monessen, Pa., are worried over the outbreak of glanders that is threatened, and measures are being taken by the State live stock sanitary board to keep the disease under control. The disease spread from Smithton, where the malady was discovered after Robert Layman, a livery-

man of that place, died at the McKeesport hospital recently. It was found that 15 horses in his stable were afflicted and these were killed. Later 22 more horses were killed in Smithton.

State Veterinarian Pfar is in charge of the crusade to check the disease, and he is being assisted by Private C. R. Check, of the State Constabulary troop stationed at Greensburg. A number of horses from Fayette City, Charleroi, Bellevernon and Webster will be subjected to the blood test and also the serum test. The owners of horses in this vicinity are giving the authorities every possible aid in the effort to stamp out the disease.

May Enforce Fender Law in Chicago.

Tests were started in Chicago on December 26 to find a practical fender for motor trucks. If such a device can be found, Chicago owners of trucks will be obliged to have them fitted after March 15. There is already an ordinance in Chicago providing that motor trucks should be fitted with fenders but this has never been enforced, owing to the lack of a practical fender.

Horse Talk.

By Tim in Farm Journal.

Dust land-plaster on the floors to keep the odors down.

Fumes of ammonia from reeking piles of manure will injure a horse's eyes.

Do not let the horses cool off too suddenly after hard work or driving, as the nights begin to grow cool.

Cool the team by driving it slowly the last mile or two.

The skin should be kept warm. If it is cool to the touch, evaporation is going on too fast and the blood is being driven from the surface, and there is danger from congestion of some vital part.

A sensible person will always carry a wool blanket, to be used when necessary.

If the horses have had hard, straining work, or hard driving, when put in the stable the legs should be well rubbed.

It is also a good plan to wind woolen bandages around the legs.

Be so careful in the choice of a blacksmith that it will not be necessary for your horse to wear an interfering boot.

Keep the feet level, and keep the shoes on the outside rim of the foot.

The large stable of the Woonsocket Teaming Co., on Arnold street, at Woonsocket, R. I., was the scene of a spectacular blaze on January 5, which caused a loss of approximately \$14,000. Employees and others lead twenty-five valuable draft horses from the burning building. The fire was started when two employees, who were filling the fuel tank of a large motor truck with gasoline, accidentally spilled some of the inflammable liquid on the red-hot muffler of the truck, causing an explosion. The stable was a wooden building.

Breeds of Draft Horses

The United States Department of Agriculture has recently issued Farmers' Bulletin No. 619, which takes up the subject of Breeds of Draft Horses. The bulletin, illustrated with the photographic reproductions given herewith, is by G. Arthur Bell, senior Animal Husbandman of the Animal Husbandry Division of the Department. The purposes of the bulletin is to present the most important features regarding the breeds of draft horses in the United States, the respective characteristics and desirable qualities of the several breeds being given. The bulletin is reprinted below, with the exception of the remarks regarding the Suffolk breed, which is primarily a farm breed:

Characteristics of Draft Horses.

The draft type is characterized by massiveness, and the particular field for this type is hauling of heavy loads at a comparatively slow gait, usually at the walk. Therefore power and not speed is desired, and in order to possess this power the horse should be generally blocky or compact, low-set or short-legged, and be sufficiently heavy to enable him to throw the necessary weight into the collar to move the heavy load and at the same time maintain a secure footing. In fair condition a drafter should weight not less than 1,600 pounds, and the majority will be between 16 and 17 hands in height, but, of course, many are found below and above these heights. In some localities horses weighing less than 1,600 pounds are termed drafters, but in localities where the heavy draft horse is common they would not be classed as such, unless designated as light drafters.

In the typical drafter the head is comparatively lean, wide between the eyes, and in size proportioned to the body. The eye is bright and fairly prominent. The neck is strong and muscular, of fair length, and somewhat arched; in the stallion it is well arched or crested, in the gelding or mare less so. The shoulders are shorter and more upright than in the case of the light horse, and a happy medium between the straight and sloping shoulder gives the best combination of power and movement. Too straight a shoulder causes excessive concussion, and the result is bone and tendon trouble in the feet and legs. On the other hand, too sloping a shoulder renders it difficult to fit the heavy collars properly. In the draft horse, however, the former is much more common than the latter.

Sign of Weak Constitution.

The chest is deep and comparatively broad, thus providing plenty of room for the lungs. The girth, or the body's circumference behind the forelegs, is large, and horses slack in that region are usually weak in constitution. The body is broad, deep, and comparatively short; the back is short and broad, and the ribs well sprung, giving a round appearance to the body. The

horse with a shallow body is usually a poor feeder. The loin is broad and well muscled; the croup is fairly level, long, broad, and well muscled. A short, decidedly sloping croup is not so well muscled as the straighter and longer one. The hindquarters and thighs are well muscled, and it is from the hindquarters that the horse obtains most of its propelling power, the front legs acting largely as weight carriers.

Good underpinning, consisting of good legs and feet, is essential. Good, clean, heavy bone is necessary in order to afford attachments for the heavy muscles and to stand the heavy wear and tear. The cannon bones are the best indication of the bone throughout. In this region the bone should feel firm, and the tendons should stand out distinctly from the bone, giving the cannon bones when viewed from the side a wide, flat appearance. The knee should be broad and deep when viewed from the front. The hock should be broad from front to back, and of strong structure. The pasterns should be fairly long and sloping. While some draft horses possess too long and too sloping pasterns, a much larger number have too short and too straight pasterns. The foot should be fairly large and the horn of the hoof dense. The dark-colored hoofs are the most popular, as it is thought they denote greater durability. In the draft horse as much quality as is consistent with the required substance is desirable, but quality should not be obtained at the sacrifice of too much weight.

Should Have Snap and Vigor.

In temperament the draft horse is generally lymphatic, but he should not be too sluggish. While the nature of his work requires him to be steady and easily managed, it is nevertheless essential that it should be performed willingly and with some snap and vigor.

The draft-horse gait is the walk. The stride should be rapid and of good length, and the feet should be carried straight forward. This kind of action renders possible the covering of considerable ground in the least possible time. While the walk is the normal gait, the ability to trot well is desirable. Often faults not noticeable at the walk are brought out at the trot.

Belgian.

The Belgian draft horse, as the name indicates, originated and has been developed in Belgium, and is the only breed of horses which is bred to any extent in that country, the light horses used in Belgium being purchased largely in other countries. In 1886 the Belgian Draft Horse Society was organized for the purpose of encouraging the breeding of the native draft horse and to maintain a studbook for the breed. In June of each year the annual show of this society is held at Brussels. At the twenty-eighth annual show, held in June, 1913, the entries totaled more than 1,000, and this is probably the largest show of a single breed of horses held in the

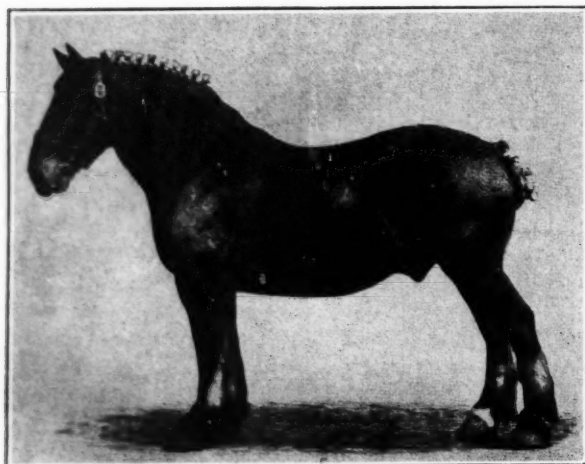


Fig. 1—Draft Gelding, an Excellent Type, Combining Massive Form With Good Underpinning to Unusual Degree.

world. This breeding of Belgian draft horses is also promoted by the government, which annually awards prizes and subsidies to the best animals in the various provinces. Stallions which stand for public service must be approved by a commission appointed by the government.

Importations of these horses into the United States occurred more or less frequently during the last half of the nineteenth century, but it has been only within the past 10 years that they have been imported in any large numbers. The early trade was principally a stallion trade, but during the past five years quite a large number of mares have been imported.

The Belgian divides honors with the Shire as being the heaviest of any of our breeds. Mature stallions in fair condition, weighing a ton or more, are comparatively common. In height mature stallions will probably average slightly over 16 $\frac{1}{4}$ hands, and mature mares about 16 hands. In general conformation they are the most compact of any breed, the bodies being short, wide, and deep. The head is of medium size, the neck is short and heavily crested or arched, the chest is broad and deep, the back is short and well muscled over the loin, the croup is somewhat drooping or steep, and the quarters are full and heavily muscled. The legs are short and free from the long hair or feather characteristic of the Clydesdale and Shire. In action the Belgian is good, but is less active than the Clydesdale or Percheron. In temperament he is docile and easily handled. He is a good feeder, is rated as an easy keeper, and stands shipment well. The colors common to the Belgian are bay, chestnut, and roan, but browns, grays and blacks are occasionally seen.

Necks Too Short and Heavy.

Some of the criticisms of the Belgian horse are that a large number have necks that are too short and heavy, too drooping a croup, a roughness about the hocks, bone that is not sufficiently flat, too short and straight

in the pastern, hoof deficient in circumference, and a lack of general quality; but great improvement has been noted in respect to these deficiencies in recent years. The extreme width may cause the Belgian to roll somewhat at the walk, but as a class they are good movers at the trot.

In this country the Belgian sire has been valuable in improving the draft conformation of our horse stock, particularly when mated with many of our rangy, loosely coupled mares. The breed has made wonderful progress in this country, considering that it has attracted much attention only during the past 10 or 15 years. In fact, probably no breed has shown a greater increase in popularity and a greater improvement during the past decade.

The distribution of the Belgian draft horse in the United States is widespread, but it is found in the greatest number in those sections where the heaviest type of horse is most prevalent, such as the Central West, particularly in Indiana, Iowa, Illinois, Ohio and Nebraska.

The American Association of Importers and Breeders of Belgian Draft Horses was organized in 1887, but the first volume of that association's studbook was not published until 1905. To date, however, five volumes have been issued, the fifth having been issued in 1913. Up to January 1, 1914, more than 8,000 stallions and nearly 4,000 mares had been recorded. The secretary of the association is J. D. Conner, Jr., Wabash, Ind.

Percheron.

The Percheron originated in France and has been developed in a small district in the northwestern part of that country known as Perche. This district is about one-fifteenth the size of the State of Iowa, and only Percherons born within its boundaries are eligible to registry in the Percheron studbook of France. Percheron foals, to be accepted for registry in the French book, must be registered during the year of their birth. Prior to such registration they must be examined by an

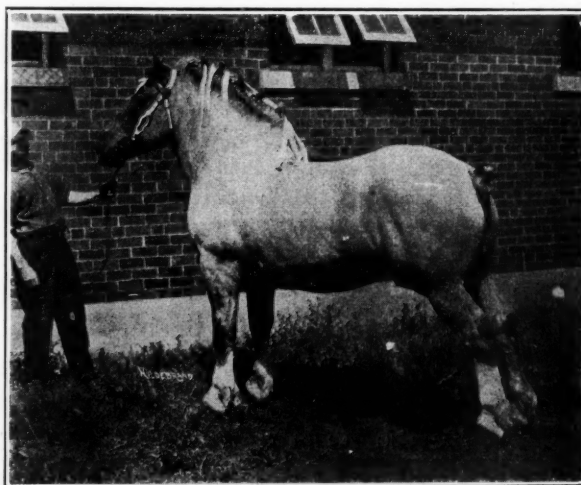


Fig. 2.—Typical Belgian Stallion.

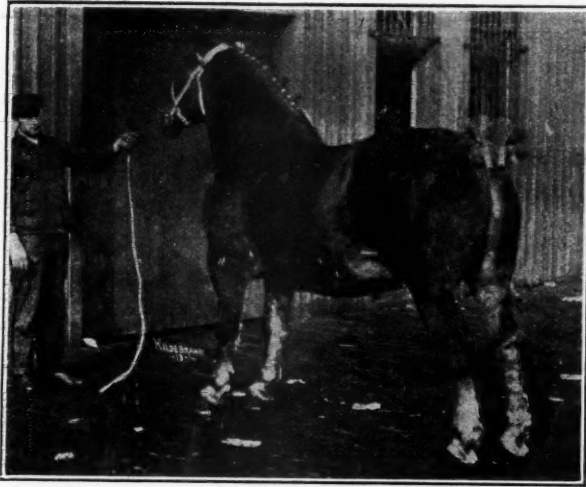


Fig. 3.—A Belgian Mare.

official appointed by the Percheron Horse Society of France, who takes a careful description of their color and markings, and who brands them on the neck with the letters "S. P." encased.

The Percheron Horse Society of France was organized in 1883, and in addition to looking after the registration of Percherons it holds an annual summer show in the Percheron district. The society also offers prizes at other shows. The improvement of the Percheron and other breeds in France is due to both public and private efforts. The government has for a number of years maintained studs in which selected animals have been kept for breeding purposes. In addition, subsidies are granted to private individuals in order to keep high-class horses in the stud. Stallions intended to stand for public service in France must be examined by officials appointed by the government and certified as being free from periodic ophthalmia, or moonblindness, and roaring (thick wind).

The introduction of Percheron horses into the United States dates back many years. One of the early stallions brought to this country which exerted considerable influence on our draft stock was Louis Napoleon, imported in 1851 by an Ohio firm. Other Percherons were imported about this time and during succeeding years. During the early seventies they were imported in quite large numbers, and these importations have continued to date.

Head of Percheron Shows Refinement.

The head of the Percheron is clean-cut, of medium size, and more refinement is noticed about the head and neck of the Percheron than of any other draft breed. The neck is rather short and well crested. The chest is deep and broad, the back is short, the loins smooth and well muscled. The croup is wide, and on the average is somewhat more sloping than is considered desirable, but great improvement in this respect has been made in recent years. The legs, feet and bone are on the average

good. The legs are free from the long hair or feather characteristics of the Clydesdale and Shire. In action the Percheron is good at both the trot and the walk, and the trot is characterized by a snap and boldness not ordinarily displayed by the other draft breeds. This breed may be regarded as one of the best movers and is surpassed in style of action only by the Clydesdale.

The Percheron is not so large a horse as either the Belgian or the Shire, but as a class will probably outweigh the Clydesdale slightly. Good, mature stallions in fair condition will usually weigh from 1,800 to 2,000 pounds, and there are many which weigh considerably over 2,000 pounds. In height good, mature stallions will measure 16 to 17 hands, with a general average of about 16½ hands, but of course there are some under and a few over these heights, although the rangy, tall Percheron is not in demand in this country. The popular Percheron is rather short-legged, compact, and blocky in form, less so than the Belgian, but more so than the Clydesdale or even the Shire.

Percheron Commonly Black or Gray.

The colors common to the Percheron are black and gray, although bays, browns, chestnuts, and roans are occasionally seen. It may be safely stated, however, that 90 per cent of our Percherons are either black or gray.

While occasionally difficulty may be experienced in deciding whether an animal is a Percheron or a Belgian, the two types are quite distinct. The Belgian is heavier bodied, more compact, shorter legged, and his head is more square in outline; the neck is shorter, more heavily muscled, and more heavily crested. Moreover, the colors common to the Belgian—namely, bay, chestnut, and roan—are uncommon to the Percheron, while the gray and black colors common to the latter are uncommon in the Belgian.

Some Percherons are criticized as having croups too

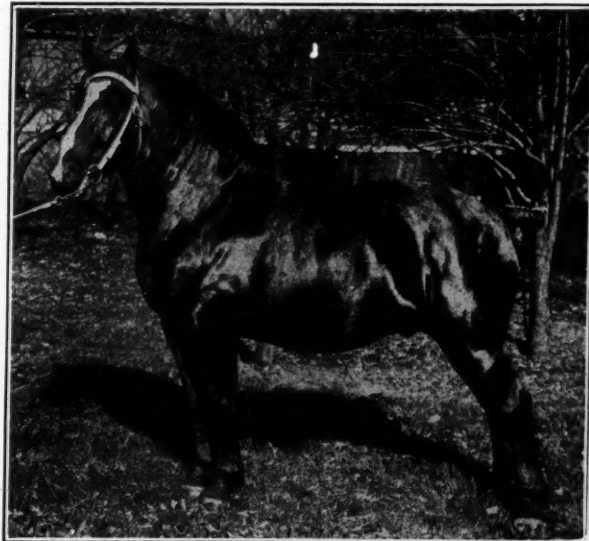


Fig. 4—Typical Percheron Stallion.

sloping or steep, with the tail set too low. Others are criticized as being too fine—not sufficiently drafty—having a lack of depth and fullness of body. Other faults which are sometimes seen are cannon bones which are rather round, lacking in breadth and flatness, lack of bone for the size of the body, and pasterns which are too short and straight.

The distribution of the Percheron horse in this country is widespread, and for years he has been the favorite drafter of the American people. In the United States to-day Percherons outnumber all other draft breeds combined, and there does not appear to be any diminution in their popularity. This probably is due in part to the good start given the breed by the pioneer importers and breeders, but this popularity must be attributed to some extent, at least, to their general adaptability to meet the needs and desires of the American people. For crossing on ordinary mares the Percheron stallion has been very popular, so that grade Percherons are very common, and are great favorites in our horse markets.

In 1876 the National Association of Importers and Breeders of Percheron-Norman Horses was organized. The Percheron Society of America is an outgrowth of that association. The sixteenth volume of the studbook of this society was issued in 1914. Up to January 1, 1914, over 100,000 animals had been accepted for registration. The secretary of the Percheron Society of America is Wayne Dinsmore, Union Stock Yards, Chicago, Ill.

French Draft.

The name "French Draft" is applied broadly to all the breeds of draft horses in France, including the Percheron. In addition to the Percheron, there are a number of other draft breeds in France, such as the Boulonnais, Nivernais, and others. Of these, the Percheron

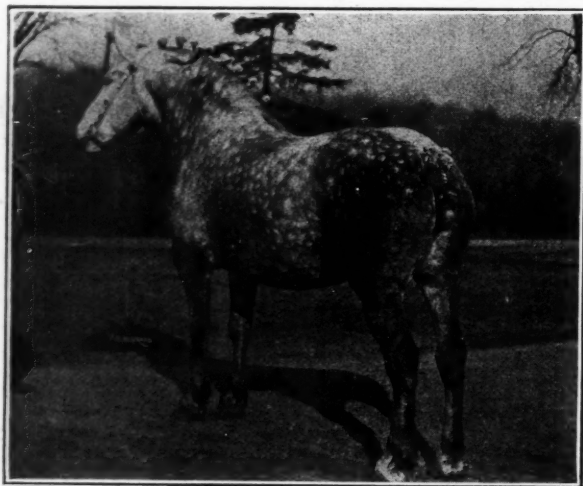


Fig. 5.—American Bred Percheron Mare.

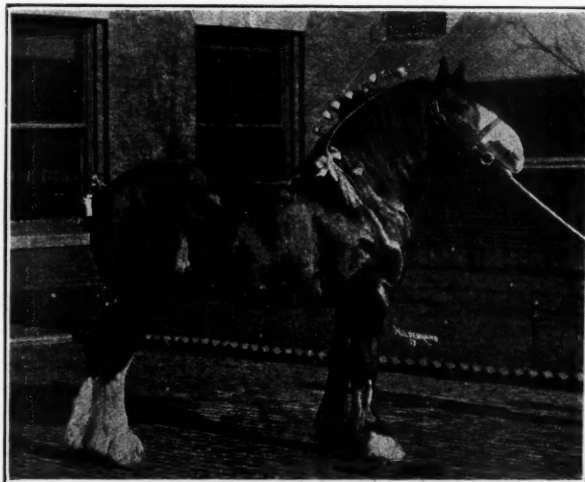


Fig. 6.—Clydesdale Stallion.

is by far the best known, and has obtained a foothold in this country much greater than that of any other French breed of draft horses. Of the other breeds, the Boulonnais and Nivernais are the only ones of any particular interest in this country.

The Boulonnais is found in northern France in the vicinity of Boulogne. This breed is probably a trifle larger than the Percheron and somewhat coarser, but in general type resembles the Percheron quite closely. The color common to the Boulonnais is gray, but occasionally other colors are seen. This breed has been imported in larger numbers than the Nivernais.

The home of the Nivernais is in central France, in the Department of Nivern. In type it is quite similar to the Percheron. The color is black.

The National French Draft Horse Association of America publishes a studbook, in which may be registered any of the French Draft breeds or their crosses. The association was organized in 1876, under the name of the National Norman Horse Association, but the name was changed in 1884 to the National French Draft Horse Association. Twelve volumes of the studbook have been published, containing the registrations of 23,000 animals. The secretary of this association is C. E. Stubbs, Fairfield, Iowa.

Clydesdale.

The Clydesdale originated and has been developed in Scotland, and is practically the only draft horse found in that country. The breed is of mixed origin, and the early history is more or less obscure. It is probable that the blood of both Flemish and English horses entered quite largely into the breed during its early history. For a number of years, however, the Clydesdale has been bred pure. In 1878 the Clydesdale Horse Society of Great Britain and Ireland was organized.

The first Clydesdales brought to North America were

probably imported into Canada by the Scotch who had settled there. In the early seventies Clydesdales were imported into this country both through Canada and by direct importation. By 1880 they were imported into this country both through Canada and by direct importations continued for several years. During the past 10 years the number of Clydesdales imported has averaged slightly less than 100 per annum.

The Clydesdale is not as heavy as either the Belgian or the Shire, and probably, as a class, will not weigh quite as much as the Percheron. The Clydesdale is more rangy and lacks the width and compactness of the breeds mentioned. The Scotch breeders have paid particular attention to legs, pasterns, and feet, but have placed less emphasis on weight than has been the case in other breeds. Average mature Clydesdale stallions in this country will probably weigh 1,700 to 1,900 pounds when in fair condition, with an average height of nearly 16 $\frac{3}{4}$ hands. Mature mares will probably weigh 1,600 to 1,800 pounds and average about 16 hands in height.

Clydesdale Has Style and Action.

No other draft breed equals the Clydesdale in style and action. The prompt walk with a good, snappy stride, and a sharp trot with hocks well flexed and carried close together are characteristic of this breed. Good clean, flat bone; well-set, fairly long and sloping pasterns; and a moderate amount of fine feather or long hair at the rear of the legs below the knees and hocks are important and characteristic features. The colors most common are bay and brown with white markings, but blacks, grays, chestnuts, and roans are occasionally seen. The white markings are characteristic, and it is the exception to see a bay or brown Clydesdale without a white face and considerable white on the feet and legs.

Some of the criticisms of this breed have been the lack of size of body, lack of width and depth, too much feather, and too much white with no regularity of distri-

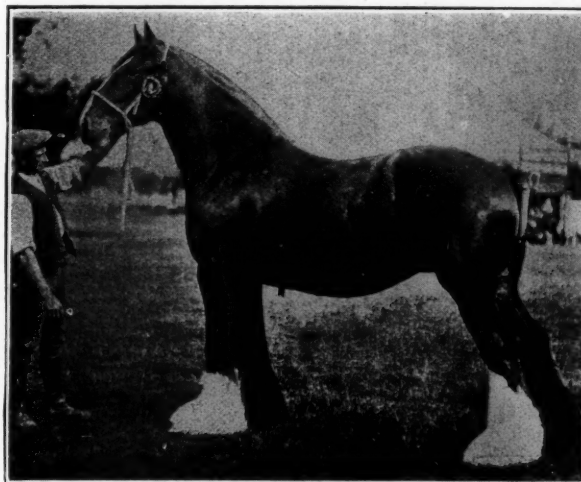


Fig. 9.—Shire Mare.

bution. The average American does not like a horse decorated with a white face and legs. Nor has the feather been popular with Americans, owing to the care necessary to keep the feet and legs clean. This, of course, is not so objectionable in countries where most of the roads are macadamized.

It is not always easy to differentiate between Clydesdales and Shires, but taking the breeds as a whole they are quite distinct. The Clydesdale is not as heavy bodied as the Shire, has more refinement, and the feather is somewhat more silky or finer and less abundant than in the Shire.

In this country Clydesdale geldings have been quite popular in the cities for use by those who want draft horses with a good, long, snappy stride, and at the same time possessing style and action. Our native mares of draft character bred to Clydesdale stallions have produced many excellent animals. They often lack the weight necessary for the heaviest work, but are horses of medium draft weight and are active at both the walk and the trot.

The distribution of the Clydesdale in this country is quite widespread throughout the northern half; the breed is seldom found, however, in the South. It has found the most favor in such States as Iowa, Illinois, Wisconsin, Minnesota, and the Dakotas.

The American Clydesdale Association was organized in 1879, and has issued 16 volumes of the American Clydesdale Studbook, containing the registrations of 16,000 animals. The secretary of this association is R. B. Ogilvie, Union Stock Yards, Chicago, Ill.

Shire.

The Shire was of very mixed breeding, but at the present time the Shire is bred very pure. In 1878 the Shire horse breeders of England were organized under the name of the English Cart Horse Society. In 1884

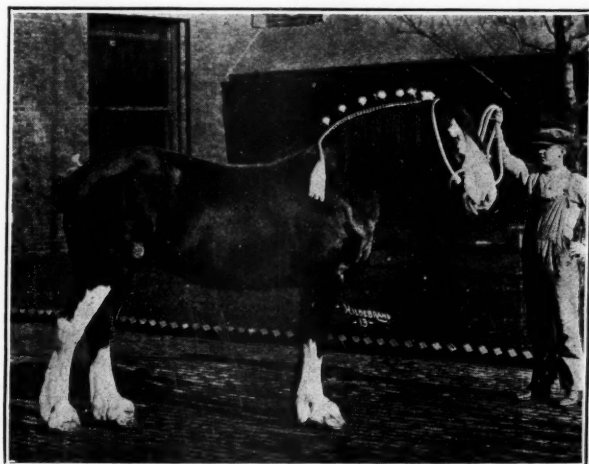


Fig. 7.—Clydesdale Mare.

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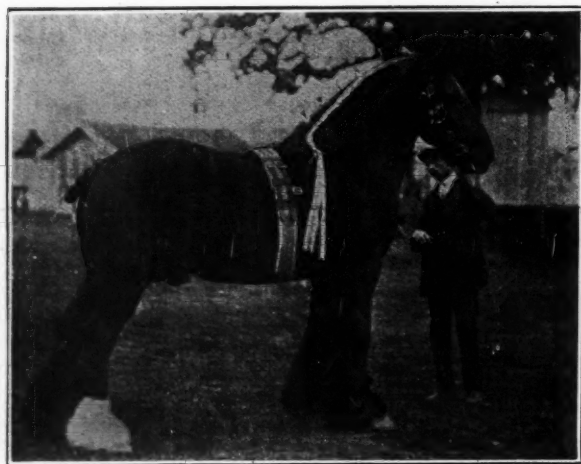


Fig. 8.—Shire Stallion.

the name was changed to the Shire Horse Society. In addition to the registration of horses, the society holds an annual show and sale in London, and also awards medals and prizes at the leading agricultural shows in England and at some of the fairs and expositions in the United States.

Shires were imported into this country a good many years ago. George E. Brown, in volume 1 of the American Shire Horse Studbook, states that in 1853 a Mr. Strickland imported a stallion direct from England to Aurora, Ill., where the horse was known as a John Bull. Volume 1 of this studbook shows the registration of a small number of stallions imported in 1880, and these importations increased until in 1887 more than 400 Shires were imported.

Shire a Massive Horse.

The Shire is a massive horse, with a wide, deep, and long body, and is equaled in weight only by the Belgian. Shire stallions in fair condition weighing 2,000 pounds or over are comparatively common. They are less compact, or more rangy, than the Belgian, and in height will average taller than any other draft breed. Stallions standing 17 hands or more in height are quite common; in fact, probably the average height of mature Shire stallions in this country is close to 17 hands. Mature Shire mares will average about 16¼ hands in height and will, in fair condition, average about 1,800 pounds in weight. Heavy bone and feather are characteristic of this breed. In temperament the Shire is probably more lymphatic than any of our other breeds, and therefore less active than is desired by many. The common colors are bay and brown, with white markings, although blacks, grays, chestnuts, and roans are occasionally seen.

This breed is criticized for lack of quality and refinement in general, a sluggish temperament, the abundance

of feather, and the large amount of white. From the American standpoint the abundant feather is objectionable, owing to the difficulty of keeping the legs clean.

While many Shires and Clydesdales are so similar as to render it difficult at times to distinguish the one from the other, the two types are quite distinct. The Shire is more massive, heavier bodied throughout, and the feather or long hair on the legs is more abundant and coarser than that of the Clydesdale.

The distribution of the Shire throughout the northern half of this country is quite widespread, but, like the Clydesdale, it is seldom found in our Southern States. This breed has met with the most favor in the Central West, particularly in Illinois, Iowa, Indiana, and Nebraska; it is also popular on the Pacific coast in the States of Washington, Oregon, and California. A great many of our best market geldings possess some Shire blood; and where height as well as bone and substance is desired; it can be derived from Shire blood with greater certainty than from other breeds.

The American Shire Horse Association was organized in 1885, and has issued eight volumes of its studbook and recorded over 14,000 animals. The secretary is Charles Burgess, Wenona, Ill.

Reference Books on Breeds of Horses.

The Horse Book, by J. H. S. Johnstone, published by the Sanders' Publishing Co., Chicago, Ill.

The Points of the Horse, by Capt. M. H. Hayes, published by Charles Scribner's Sons, New York, N. Y.

Recommends Ophthalmic Mallein for Diagnosis of Glanders.

The Department of Agriculture, in professional bulletin No. 166, recommends the use of ophthalmic mallein for the diagnosis of glanders. This test, it is held, is more accurate, easier of application, and gives results more quickly than the other methods. At the same time, the use of this test does not interfere in doubtful cases with subsequent serum or subcutaneous mallein tests.

In considering the good results obtained and the advantages of this method of testing, a concentrated mallein has been prepared for this purpose by the United States Bureau of Animal Industry, and this was made available to a number of practicing veterinarians who desired to give this method of testing a thorough trial. It has also been employed by inspectors of the Bureau in their field work, and reports are accessible regarding its action for diagnostic purposes on more than 18,000 cases. The results from all sources were uniformly satisfactory.

Letters From Readers

Would Not Advise Adding Interest.

Editor TRANSFER & STORAGE:—As to adding interest to long standing storage accounts mentioned in the last issue of your paper, it strikes me that it would be necessary for every warehouseman in a community to agree to such a charge and stand by his agreement. There is one warehouseman known to the writer in this city that now makes such a charge and has a printed line on his bill to that effect. With competition such as it is in New York City were a large company to adopt such a policy without the others taking it up, would be suicidal. Most of the warehouses here have a rule that all storage bills are payable quarterly, but no special means is taken to enforce this. If a warehouseman is carrying not more than 5 or 6 months storage and other charges on his books he considers himself lucky. I mean by this that the average between those who pay promptly and those who are slow payers is equivalent to a total of 5 or 6 months' business. A warehouseman should not be expected to carry such an amount as this involves on his books, but I am not prepared to say that charging interest would be advisable.

Many people who do not pay promptly are not in a position to pay; they want to pay but they cannot pay. Some of these people request that we make such a charge; others in like position would be irritated by such a charge and you want to avoid irritating your customers if you want your business to grow. I do not say this in criticism of your correspondent's business, as I know nothing of it, but it seems to me that if a warehouseman instead of cutting prices would endeavor to maintain a good fair price for the service he renders he can afford to let this matter of interest go. If a warehouseman gets good prices for his service he can always afford to throw in extra trimmings that tend to please rather than discourage a customer. We always like to deal with a groceryman who throws in an extra potato or two even though we may feel he is charging us a little more.

WALTER C. REID,
Lincoln Safe Deposit Co., New York City.

Wants Cost of Horse Operation.

Editor, TRANSFER & STORAGE:—Ward W. Pierson, of Philadelphia, has sent me a copy of letter mailed to you as a reply to one of the questions asked in my letter in your last issue in reference to the cost of operation. I would earnestly request that you publish this reply in order that the team owners throughout the country will fully understand the point that I am

after and that is, not the cost to the transportation companies of tailboard delivery, but the cost of operating teams for a period of say 3 to 6 months. This would embody something like the following:

Feeding.
Stabling.
Upkeep of vehicles.
Overhead charges.
Depreciation.

THOMAS F. MCCARTHY,
E. H. Gallagher Trucking Co., New York City.

In its edition for May, 1914, The Team Owners' Review, now TRANSFER & STORAGE, published a set of figures covering the cost of one team and one truck for one month, based on the operation of twenty teams from one place. These figures were given to the paper by R. M. Andrews, of the Andrews Fireproof Storage Co., of Cleveland, and are, therefore, to be depended upon. They are reprinted below:

Wages of driver	\$ 65.00
General expense	4.25
Insurance	1.50
Taxes	1.50
Telephone	1.00
Depreciation, 20 per cent on value of \$1,100.....	18.33
Interest on investment of \$1,100 at 6 per cent.....	5.50
Shoeing	6.00
Veterinary and drugs	1.00
Feed	25.00
Office and stable expense, as salaries and use of office.	10.00
Total	\$142.08

There is no business in which the importance of horse cost is as important as in the transfer business. Most firms know approximately how much the maintenance and operation of its horses amount to each month in a general way, but too few firms keep accurate cost accounts of this all-important part of the transfer business.

H. T. L.

Types of Shoes Discussed.

Editor, TRANSFER & STORAGE:—In reply to an article which appeared in your November issue signed "Bohemian," as a veterinary and Humane officer, I would like to call the writer's attention to the fact that the lack of interest in proper shoeing of horses and mules, is probably responsible for more ailments in the feet and limbs than other causes, but, the writer seems to lay too much stress on the fact that one kind of shoe is practical for all conditions, when in reality, the great variety of shoes now in use, nearly all are good when used in their proper places.

The kind of work the animal has to perform, his habits, conditions of the roads or streets, as well as the

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confirmation and condition of the hoof, all have to be taken into consideration when shoeing the animal. The weight of the shoe depends entirely upon the character of work the animal is doing, an animal drawing heavy loads requires a much heavier shoe than one used for light fast work or driving.

As to toe and heel calk, there is a great deal of choice providing, of course, that all receive the right amount of attention, but there are times when a calk is desirable even when the animal is not doing work that requires a calk to give him the proper footing, for instance, in an aggravated case of thrush where it is desirable that the foot be kept as free from moisture as possible for a while, the calk elevates the foot and does not allow it to come in contact with what moisture may be on the street.

A bar shoe is very good in a great many conditions, as it gives frog pressure, for nature intended the whole surface of the frog to come in contact with the ground, as the walls. It acts as a cushion and absorbs the great amount of shock, especially in animals of high action, on hard pavements, also it helps to prevent contraction of the heels which is very apt to occur where the foot is kept on a shoe with raised calks and not shod frequently enough.

I would like right here to call the team owners' special attention to the fact, that, if they would see that their horses' feet were soaked often enough to keep them soft and pliable, they would have much less trouble from corns, etc., for the hoof was intended to come in contact with soft ground, where it would receive plenty of moisture, as I stated before, and not to be shod and used on hard dry pavements, the leather sole with hoof packing is good to overcome a certain amount of this lack of moisture, but it only affects the sole and leaves the wall to dry and harden and become brittle, which condition, often causes the animal to go lame. He is then subjected to all sorts of different treatment in an effort to overcome the lameness and every part of the limb is treated but the right part. Never-the-less, the hoof packing is good and often affords a great deal of relief, but the walls also should receive attention.

The rubber pad and the rubber shoe with steel frames are both very good, in fact for most horses used in the city on the pavements they are the most desirable under normal conditions, for they take up most of the jar and the tendons are greatly relieved, the animal will go longer without becoming sore than with any other form of shoe, but, in the winter months on snowy or icy pavements they do not grip and give the foot-hold that a good sharp calk will. A good grade of rubber shoe should be used and the little additional expense incurred by replacing the ordinary shoe with a rubber one will be returned many times over and prolong the life and efficiency of the animal.

But, it must be understood and remembered that

while they are very good and of great benefit to the animal, they are not as efficient on icy pavements as a good sharp calk, and a horse to be able to give first-class service must have the best of footing or shoeing.

C. A. NEWTON, D. V. S.

Consulting Veterinary with the State Humane Association, Chicago, Ill.

Rad's Accounting System.

Editor, TRANSFER & STORAGE:—During the discussion following the reading of Brother Turner's interesting paper regarding "Revised system for collecting storage accounts," at the American Warehousemen's Association, Mr. Turner said he did not see how anyone could scrip out a storage statement for the manager the first of the month containing the rate per month, amount due, etc., without bringing each storage account down to the first of the month. Hence we herewith submit the following which we have tried out for the past 30 years and found O. K.:

Manager's monthly storage statement, December 1, 1914. Checked by E. M. R., 12-2-14.

Led.Pp.	Name.	Last Address	Rate per Month	Approximate Amt. Due	
2-H-24	F. H. Hebard,	Oak Park, Ill.	\$ 20.00	\$ 450.00	M. St.
1-K-4	Mrs. Jas. Keenan,	Pittsburgh, Pa.	12.00	680.00	Sell
2-M-3	Chas. S. Morris,	New York City	7.50		
1-J-4	Thos. A. Jackson,	Chicago, Ill.	14.50	40.00	Letter
1-R-5	Albert M. Read,	Washington, D. C.	12.50	.20	
1-W-10	Eric A. Werner,	Chicago, Ill.	10.00	50.00	Letter
1-B-15	S. C. Blackburn,	Kansas City, Mo.	8.00	4.50	
R-13	Walter C. Reid,	New York City	7.50	10.75	M. St.
L-5	H. T. Lay,	Pittsburgh, Pa.	9.00	27.50	M. St.
1-B-7	Mrs. F. L. Bateman,	Wilmette, Ill.	7.75	16.75	M. St.
L-11	Mrs. Thos. Leonard,	Detroit, Mich.	10.00	2.25	
D-8	Mrs. E. H. Depenthal,	Toledo, Ohio.	6.00	10.20	

(Totals Ledgered to Storage Summary
Page) Total\$124.75 \$1,311.95

Whoever has charge of the storage account collections should go over this list carefully and mark which ones should have statements, dunning letters, etc., and what grade, for "putting thought" on the collections does more to retain storage and yet keep the amount of money outstanding reduced to a minimum, than any other thing we know of.

Anyone in the storage business knows that if you do bring your storage accounts down to the first of the month, there is a tendency for people to take their goods out on the first, for even though some storage men do "only charge by the day" for part of a month after the first month, patrons hesitate to break into another month, which naturally makes your moving and other kindred work "bunch up" on you, all reports to the contrary notwithstanding. Rates expiring on the first of the month are bad enough, without aiding congestion to assist the bookkeeping department, for many of us are virtually "married to system" until we are at the breaking point.

E. M. RADCLIFFE,

Radcliffe & Co., Grand Rapids, Mich.

Who Pays the Tax?

Editor, TRANSFER & STORAGE:—I would be glad to know what the transfermen are doing in regard to the new stamp tax applied to bills of lading. Will some of them be foolish enough to assume the expense rather than take the trouble to collect the small fee of one cent? We are starting out to collect that amount and if possible to increase, rather than decrease our drayage charges.

C. D. SKINNER,
The Merchant's Transfer & Storage Co.,
Topeka, Kan.

The cost of conducting a transfer business has increased sufficiently without the addition of one cent to every bill of lading that goes through the hands of the transferman. Inquiry among the transfer fraternity convinces us that very few of them "will be foolish enough" to assume this extra one cent, which would mount up to big money when totaled at the end of the month. When the bills of lading are not stamped, transfermen are obtaining them at the banks, Cooks Tourist agencies or freight offices and affixing them to the bills. The customer is then charged the additional cost when his bill is rendered.

H. T. L.

Baggage Transfer Business Good.

Chicago has felt no bad effects of the war now raging in Europe. The same equipment and the same number of men are now on day and night, as were this time one year ago, and the outlook for an increase in business is very favorable.

The transfer facilities of the Parmelee Company, for hauling colossal productions of the "Hippodrome" type, have placed them far in the lead in the fight to secure the hauling of theatrical wares in and out of city. The facilities for handling productions playing the neighborhood theater have been bettered in the past year by the opening of three outlying transfer stations.

Hammett's Dray and Storage Line.

Mr. Hammett is the first man to establish a dray business in Mankato, Minn., and the first one to install a telephone. Having established his business over 35 years ago with one dray it has steadily increased to seven two-horse drays and several moving vans, piano and other special wagons, trucks and up-to-the-minute appliances for moving pianos, machinery, boilers, engines, implements, merchandise, household goods, all with the greatest skill and care. Ten skilled, careful draymen and furniture movers are kept constantly employed. The way Hammett handles all movable articles is admirable and his service is much sought after by the fair sex who are enthusiastic in their praise.—Mankato, Minn., "Free Press."

OUR LUCKY THIRTEEN.

Under the heading "Our Lucky Thirteen" TRANSFER & STORAGE will publish each month, items taken from the files of 13 years ago. "The Teamster," out of which TRANSFER & STORAGE has grown, was first issued on January 1, 1902. The items and notes given below are taken from that issue. The same practice will be followed regularly hereafter, the February, 1915, number of TRANSFER & STORAGE having a column devoted to the notes taken from the February, 1902, issue of "The Teamster," etc. Thus the reader will be able to watch the development of the National Team Owners' Association, the American Transfermen's Association, the Southern Furniture Warehousemen's Association and the various other warehousemen's and transfermen's associations, as well as the growth of the transfer and storage industries.

H. T. L.

The first number of "The Teamster" contained sixteen pages. It was bound in a red cover, 11¾ by 7¾ inches in size. It is a noteworthy fact that the Pittsburgh Waterproof Co. was one of the first advertisers with the paper, its advertisement appearing in the first issue. The Pittsburgh Waterproof Co. is still advertising with the paper.

The first issue contained a brief notice of the temporary organization of the Draymen's Protective Association of Allegheny County, father of the present Allegheny County Team Owners' Association and of the National Team Owners' Association. The salutation of the editors contains the following two paragraphs:

"The Teamster has been established to foster and encourage the movement, which now has taken root among the teamsters, truckmen and transfer companies, to form a national organization composed of the men engaged in that business. This organization is to have for its object the advancement of social and business relations, the improvement of trade conditions, the enactment of laws beneficial to the trade, the abrogation of acts and ordinances inimical to the interests and development of the trade, the regulation of a uniform scale of prices, etc., etc.

"The Teamster has been established because such a movement can be successfully launched and conducted only by the aid and through the medium of a journal where discussions and individual opinions bearing upon that subject may be published, so as to be brought to the general attention of the trade throughout the country, and by that means bring the men and their opinions from all parts of the United States closer together."

One of the feature articles was "Regulating the Load," by T. M. Porter, superintendent of the Western Pennsylvania Humane Society. Another was "The History of the Horse," by F. C. Lucas, of McClure's Magazine. A picture and article describing the heavy haulage carried on in Pittsburgh occupied a prominent place, the picture being one of a job performed by James L. Black, of Pittsburgh, one of the earliest subscribers to the paper.

President Roosevelt's stables were described and a brief biography of Clement Studebaker, was published. There were two pages devoted to recent patents in the field, and various other shorter items made the issue breezy and interesting to the transfermen.



View of Exterior of New Soo Terminal Warehouses in Chicago—The Building Has One-Half Mile of Loading and Unloading Doors Where Teams May Be Loaded and Unloaded Without Delays and Congestion Is Eliminated.

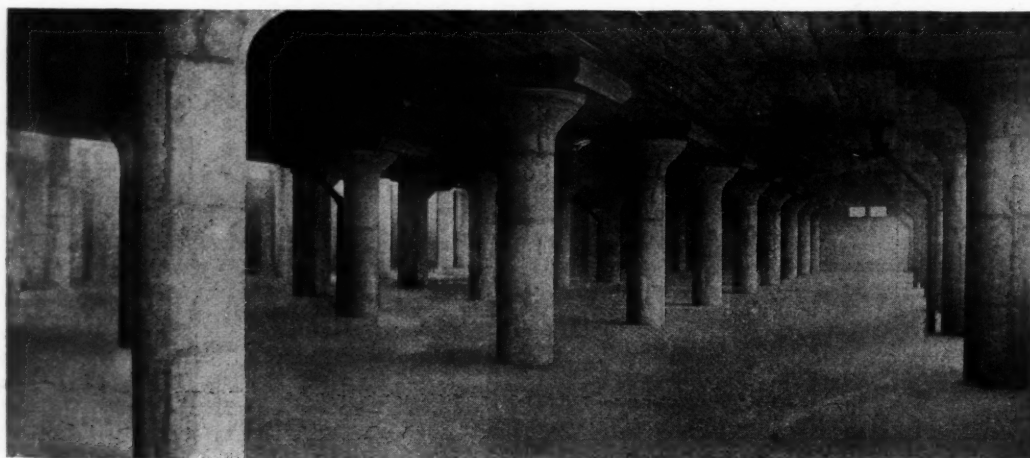
Chicago's New Merchandise Warehouse.

It would seem an exaggeration to say that one can become lost in a warehouse, in the very heart of Chicago. If you don't believe you can, visit the New Soo Terminal Warehouse at Twelfth and Canal streets, and see for yourself. This warehouse covers seven city blocks, is constructed entirely of cement and brick, and has a capacity of 4,000 car loads. Every shipping facility found in Chicago is reached direct from this warehouse, as Public Station No. 4, of the Chicago Tunnel Co., is in the building and through this station the warehouse company delivers to all trunk lines in any quantity, and receives less car load shipments arriving over the eastern trunk lines at Chicago rates.

Tracks run into the warehouse, and cars are set inside of the warehouse for loading and unloading. There are seven buildings, six of which cover approximately one block each and the seventh is two blocks wide.

Manufacturers, brokers and dealers are here provided with quarters for carrying on their business at a minimum cost. Fire walls are erected, fire doors installed, offices facing on street on the ground floor, are provided, thus setting aside practically an independent building within a building, with loading and unloading facilities both for the handling of carloads or team loads, all under cover, free from interference of other tenants.

The electrical industrial truck has proved to be most economical and it has been demonstrated that cars set 500 feet from the point where the goods are to be stored in the warehouse, can be unloaded at less cost per ton by using the industrial truck than they can be if unloaded fifty feet from the elevator, if the goods are to be elevated to the third floor and trucked on two wheeled trucks one hundred feet from the elevator. The distance from the front to the rear door of the warehouse is one half mile.



Interior View of One Floor of the New Soo Warehouses, Showing Fireproof Construction—All Floors and Pillars Are of Cement—The Construction Is the Same Throughout the Entire Warehouse.

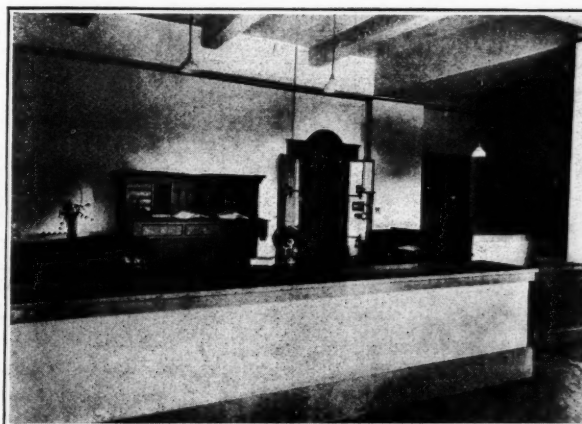
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Fireproof Storage Provided by Bimm.

With the opening of the Bimm Fireproof Storage on Thursday, November 5, Dayton will add to its list of up-to-the-minute enterprises one of the largest and most modern warehouses in the middle west.

The six-story fireproof building at 313-15 East First street, containing 63,000 feet of floor space, has been remodeled and converted into a mammoth fireproof and burglar-proof warehouse. The proprietor and manager, Henry H. Bimm, in making this improvement, has spared neither time nor money. The building and equipment is complete in every detail and it is conceded by experts to be an indestructable depository for furniture and valuables.

The warehouse is within three blocks of Main street, located in the center of all freight and traction stations, thus eliminating all cartage in making carload shipments. This will be an important feature, as Mr. Bimm is a member of the Illinois and the New York Furniture Warehousemen's associations which enables him to



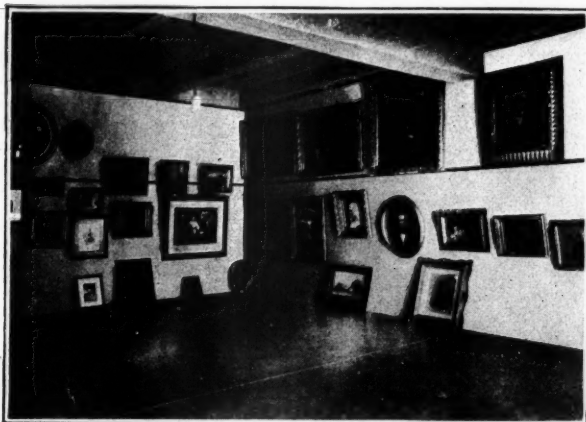
Main Office and Vaults of the New Bimm Storage Warehouse at Dayton, O.

of all kinds from the one van load size to open storage large enough to accommodate everybody.

To this equipment Mr. Bimm has added auto trucks and horse-drawn vans to handle moving of every description.—Dayton, Ohio Journal.

Warehouse - Receipts - Evidence.

Section 495 of the Political Code of South Dakota provides that no person, firm or corporation doing a warehouse business, having issued a receipt for the storage of grain, shall be permitted to deny that the grain represented thereby is the property of the person to whom such receipt is issued, and that such receipt shall be deemed, so far as the duties of such a bailee is concerned, conclusive evidence that the party to whom it was issued is the owner. The Supreme Court of South Dakota held, in the case of Street vs. Farmers' Elevator Company, that the provision mentioned was not invalid as an invasion of the province of the judiciary or a deprivation of property without due process of law contrary to the provisions of the Fourteenth Amendment to the Constitution of the United States.

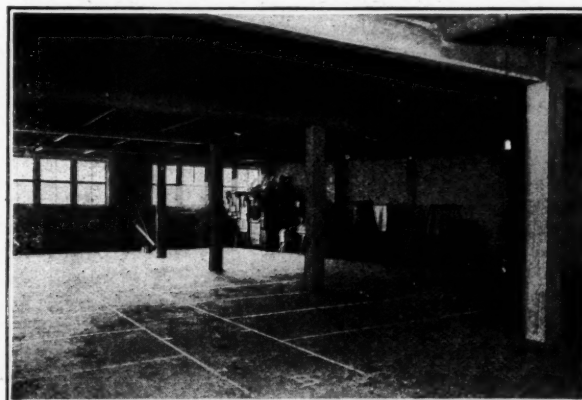


Special Art Room for Hanging and Exhibiting Pictures for Sale.

ship household goods to any quarter of the globe and have them properly taken care of when they reach their destination.

The company's office is on the ground floor, as is also the main safety deposit vault. Eight tons of T-rails were used in the construction of the main burglar-proof vault, which is equipped with double bank doors and a time lock. This vault is furnished with safety deposit boxes and steel trunks for storing silverware and other valuables.

On the second floor are the art rooms which are kept at an even temperature the entire year, being especially designed for the protection of pianos, paintings, statuary and expensive mirrors. Here, also, is located the moth-proof rug and fur room with a modern vacuum cleaning equipment for cleaning carpets, rugs, and upholstered. Above the second floor are storage rooms



View of Floor Devoted to Open Storage in Bimm's Warehouse at Dayton.

USE ONLY **U. S. HAMES**—THEY ARE STANDARD QUALITY

Some Features of Furniture Transportation

The paper read by F. L. Bateman, of the Trans-Continental Freight Co., of Chicago, was one of the most interesting papers presented at the American Warehousemen's Convention at Kansas City. Both transfermen and storagemen should read Mr. Bateman's paper, which is given below:

It is said that each family in the United States averages a removal from one place of residence to another once in a generation. This does not include house-to-house removals within the same town or city. With this thought on our mind we slept one night and dreamed a dream.

There are approximately 20,000,000 families in the United States which if shifted once in 33 years would constitute a migration of 606,000 families per annum.

Assuming subject to correction that the average family carries 4,000 pounds of household goods and personal effects, there is transported 2,424,000,000 pounds or 1,212,000 tons of household goods per year.

An average carload lot, considering eastern and western railroad minimums, is 18,000 pounds or nine tons, and it therefore, on this hypothesis requires in round figures 13,500 cars to handle the traffic. This would mean a train 1,020 miles long, or 5,400 trains of 25 forty-foot cars per train.

Cost of Packing.

The cost of packing material and labor for the average two-ton job is about \$40 or \$1. per 100 pounds. It would, therefore, cost to pack all goods in the annual migration a total of \$24,240,000. The contents of the average home including piano and library when packed up weight about 1,000 pounds to the room. We can deduct approximately 10 per cent for weight of packing material. If therefore all shipments handled in a year were moved to one residence it would require an edifice of 270,000 rooms to accommodate the goods.

But like the philosopher who fell in a coal hole while gazing at a star, we are liable to stumble if we proceed much farther.

Now a few words about some interesting rules and regulations in the transportation of freight.

How many shippers realize the full import of the Interstate Commerce law and the penalties provided for false billing and representation of the contents of a car or package tendered a railroad for transportation.

Here is an extract from the law, viz.:

RULE 1.

"Section 10 of the act to regulate commerce reads, in part, as follows:

"Any common carrier subject to the provisions of this act, or, whenever acting for or employed by such corporation, who, by means of false billing, false classification, false weighing, or false report of weight, or by any other device or means, shall knowingly and wilfully assist, or shall willingly suffer or permit, any person or persons to obtain transportation for property at less than the regular rates then established and in force on the line of transportation of such common misdemeanor, and shall, upon conviction thereof in any court of the United States of competent jurisdiction within the district in which such offense was committed, be sub-

ject to a fine of not exceeding \$5,000, or imprisonment in the penitentiary for a term of not exceeding 2 years, or both, in the discretion of the court, for each offense."

The foregoing extract is quoted for the information and guidance of agents of the carriers.

"Any person, corporation or company, or any agent or officer thereof, who shall deliver property for transportation to any common carrier, subject to the provisions of this act, or for whom as consignor or consignee any such carrier shall transport property, who shall knowingly and wilfully, directly or indirectly, himself or by employe, agent, officer, or otherwise, by false billing, false classification, false weighing, false representation of the contents of the package, or the substance of the property false report of weight, false statement, or by any other device or means, whether with or without the consent or connivance of the carrier, its agent, or officer, obtain or attempt to obtain transportation for such property at less than the regular rates then established and in force on the line of transportation; or who shall knowingly and wilfully, directly or indirectly, himself or by employe, agent, officer, or otherwise, by false statement or representation as to cost, value, nature, or extent of injury, or by the use of any false bill, bill of lading, receipt, voucher, roll account, claim, certificate, affidavit, or deposition, knowing the same to be false, fictitious or fraudulent, or to contain any false, fictitious, or fraudulent statement or entry, obtain or attempt to obtain any allowance, refund, or payment for damage or otherwise in connection with or growing out of the transportation of or agreement to transport such property, whether with or without the consent or connivance of the carrier, whereby the compensation of such carrier for such transportation, either before or after payment, shall in fact be made less than the regular rates then established and in force on the line of transportation, shall be deemed guilty of fraud, which is hereby declared to be a misdemeanor, and shall, upon conviction thereof in any court of the United States of competent jurisdiction, within the district in which such offense was wholly or in part committed, be subject for each offense to a fine of not exceeding \$5,000, or imprisonment in the penitentiary for a term of not exceeding 2 years, or both, in the discretion of the court: Provided, that the penalty of imprisonment shall not apply to artificial persons."

Every warehouseman, transferman or forwarding agent should know the contents of every package delivered to a railway company on their own bill of lading.

New furniture, a safe, jewelry, silverware, valuable paintings, inflammables and many other things that might commonly be accepted as the effects of a householder are precluded from the application of the household goods rate.

Only two pianos can be loaded in a car of household goods under the carload minimum.

A transfer company in Indiana unwittingly some years ago shipped to a distant point on its own bill of lading as household goods the proceeds of a dry goods store robbery.

A recent case was that of a transfer and warehouseman of Binghampton who shipped three young boys in

a piano box and consigned same as a piano, care of one of the forwarding companies at Chicago for reshipment to California.

Must Know Contents.

The fact that the contents of the package may not have been known would have little weight with the Grand Jury in view of the transferman's declaration of contents. It is always well to be reasonably certain of contents in all cases so that intent to defeat the rate and violate the law cannot be established.

It is not commonly known that by paying 10 per cent increase in freight charges a shipment must be accepted by railroad at the common law liability and not subject to the restrictions of the uniform bill of lading. The rate on household goods from Chicago to New York is 75 cents per cwt., subject to limited liability of carriers at \$10 per cwt. in case of loss or damage. The unreleased rate is \$1.12½ per cwt.

While the matter has never been legally tested an increase of 10 per cent in the rate or 82½ cwt. would carry 100 pounds from New York to Chicago subject to common law liability or a net saving of 30c per cwt.

Many other interesting differences can be worked out by shipping subject to common law liability at 10 per cent advance in the rate.

Sometime ago the Interstate Commerce Commission ruled that marks on packages govern in preference to shipping directions shown on bill of lading. An instance in point was where a warehouseman marked goods for the owner and billed to a corresponding warehouse for protection of charges. The carriers were relieved of responsibility upon proof of the marks on packages.

Frauds have occasionally been perpetrated by means of alleged substitution of contents of package in transit. We refer more particularly to rolls of rugs, where the owner claims to have received a cheaper rug for his more valuable one. By measuring the length and weighing the roll at time of shipment such a fraud was actually detected in a case known to the writer.

Another case was that in which a lower valued piano was alleged to have been substituted for a higher grade one which fraud was run down by asking shipper for sworn evidence of purchase from piano dealer with maker's number.

Fear of Perjury Aids Detection of False Claims.

Again, fraud has been detected by asking claimant for sworn statement of concealed packages accompanied by veiled intimation that a package had been located that it was assumed belonged to claimant. It is remarkable how easily false claims can be detected where the consequences of perjury is feared.

It has been definitely decided that claims for loss and damage must be filed within 4 months of date of shipment and no modification of this rule seems probable. Do not delay, therefore, in filing a claim even though the amount is not accurately stated.

In case any part of a shipment is short and value cannot be established on account of the absence of the owner or otherwise, send a tracer to the railroad agent with the following notation stamped thereon:

"This tracer constitutes a claim for account of the owner for the loss or damage to goods in the shipment herein described."

According to an opinion of council for the Illinois

Manufacturers' Association such notation constitute a valid claim.

It will save much annoyance and difficult checking at point of destination if bills of lading are itemized according to correct names of articles. For instance, "One crate furniture" might be any of a dozen different kinds of furniture. It is convenient to have boxes listed as large, small or medium. A crate of glass might be a mirror top, framed picture, etc.

Rule 16 of the official classification reads as follows, viz.:

"Rule 16.—Section 1.—All charges must be prepaid or guaranteed on any shipment which in the judgment of the agent at point of shipment would not at forced sale realize the total amount of charges due at destination.

Section 2.—Freight on which prepayment is required, may on approval of the general freight department of the carrier with which the freight originates, be forwarded on the guarantee of the shipper that all charges will be paid at destination. Full explanation to be made on way-bills.

Section 3.—When charges due at destination are not paid on freight carried under guarantee as provided in Sections 1 and 2 of this rule, each carrier shall look to its immediate connection for reimbursement, the initial carrier being finally liable."

Under this rule the railroad is not obliged to sell the freight to realize charges but must reclaim from the shipper under his guarantee in the meantime holding goods subject to shipper's order. It is better not to guarantee unless you know the goods can be made to realize considerable in excess of freight charges.

Turner Cartage Co.

"Don't ask me what has become of all the horses tha we used to see on the streets of Detroit," said A. B. Turner, of the Turner Cartage Co., 204-10 Howard street, recently. "Some say that the automobile has made the horse an almost useless animal. It may be so, but it is hard to believe, as we pay more for good horses than ever before. The demand for horses will be all the greater after the European war, not only in Europe, but here.

"The horse has a long, useful and honorable career before him. There is keen competition between the horse and the auto, wherever one can be employed more cheaply than the other the steel horse or the flesh and blood kind; we find the latter to be in the greater demand in our business. We do heavy hauling for builders, manufacturers, contractors, plumbers, steamfitters, any one in fact who has an installation of some kind to make in a building. We haul and set up such heavy and cumbersome articles as engines, boilers, machinery, smokestacks and heavy steel girders for buildings. Here the horse has proven his use and we take off our hats to him."

The Turner Cartage Co. building, which is a fine one was completed last July, and the company moved into it from 68 Larned street west, where they had been for years.

Places Check on Public Cart Men

The ordinance now pending before the Board of Aldermen of New York City, providing for stricter supervision of public cart men by the Bureau of Licenses, has been approved by the Merchants' Association with one modification.

The Association's Committee on City Conditions, of which John C. Eames is chairman, after considering the ordinance, submitted the following report to the board of directors:

"There is now pending before the Board of Aldermen a proposed ordinance amending the ordinance regulating public cart men, which requires that public cart men who move merchandise, also household and office furniture, shall record upon blanks furnished by the department of licenses, a record of all removals which should contain—

"1—The name and address of such public cart men.

"2—The name of the person for whom the service is performed.

"3—The streets and house numbers of the respective premises from or to which such transportation shall be made, and monthly file a duplicate in a prescribed public office.

"At present no such record is required. Frequent complaint has been made of the covert removal of stocks of goods for purposes of fraud and the evasion by auctioneers of certain provisions of the 'Sales of Goods-in-Bulk' law.

"Numerous of our members, including those manufacturing or dealing in pianos and household furniture of all kinds, suffer frequent and occasional heavy losses by the secret removal of merchandise which had not been fully paid for. The ordinance as drawn might be so construed as to apply to ordinary shipments of merchandise made by merchants and should be so amended as to exclude this class of shipments.

"In other respects the ordinance is a desirable one, and your committee requests that, if amended as noted, it be authorized to give it the association's support.

In regard to ordinances such as the above by which the van owner must register all removals made by him, the name of the person whose goods are removed and the old and new addresses, quite a lively discussion took place at the Illinois Furniture Warehousemen's meeting at Ottawa Beach, Mich., last June.

Ben S. Hurwitz, of the Westheimer Warehouse Co., of Houston, Tex., started the discussion which is given below, as taken from the proceedings of the Illinois Furniture Warehousemen's Association.

Mr. Hurwitz:—I would like to know if any of the cities represented here have had any demands made upon them by the Retail Merchants' Associations of their cities, asking the council to pass an ordinance whereby anyone moving, the van company would be required to furnish the names of those people, where they

were going from, and where to, to the city council, so that the books might be opened up for inspection by the Retail Merchants' Association.

D. Ed. Dealey of the Columbia Storage Warehouses of New York City:—That is up before the New York Board of Aldermen at the present time. Our association (the New York Furniture Warehousemen's) appeared there, and we expect to make another very emphatic appearance. We do not propose to be collectors for the retail grocers. We gave them to understand that they trusted most everybody that came along, and wanted too much help to get their money back. I doubt that the ordinance will go through. I doubt that the ordinance would be constitutional if it did. (Applause.)

J. P. Woodworth, of the Woodworth Transfer & Storage Line, South Bend, Ind.:—I would state that the same matter was brought before our council and we are going to fight it, if we can.

Col. Frank Shellhouse, of the Frank Shellhouse Fireproof Storage Company, of Indianapolis, Ind.:—That was passed at Indianapolis about 2 years ago, and I paid two fines myself, for not reporting, but there were some others arrested, at the same time, and they carried the matter on up, and the ordinance was knocked out, and they did not have to pay their fines.

John T. Sherman, of the City Transfer Co., of Tampa, Fla.:—It was fought by one of the transfermen in Tampa, and they had it up in the Legislature, and had it passed by the Legislature, but I myself joined the Merchants' Association. When my van goes out, every day, I call up the Merchants' Association, and tell them the different people that I am going to move, and ask them as to their standing. If they owe the grocers and merchants, I instruct my driver to be very careful how he moves.

I find that it is a mighty good thing. It has paid me for the trouble to which I have been. I help out the merchants in every way I can. I find out, when you can't help the other fellow, the other fellow doesn't help you. It has worked very well in our town.

E. M. Bond, of the E. M. Bond Furniture Co., of Nashville, Tenn.:—We have such a law, but it is a dead letter, Mr. Chairman. Nobody enforces the law and I do not believe that it will work.

George W. Rodolph, of the Pierce-Rodolph Storage Co., of San Francisco:—In San Francisco, this information is not open to the inspection of the merchants; it is reported to the police and the police file it. When anyone desires to look up the removal from a particular address, they make a request to the police to look through the books and find it. They have not access to that book to determine the amount of moving you have done, or whom you have moved, or to use it for the purpose of soliciting business—which was the original bill that they put up to the council and tried to pass.

It was a case, in my mind, of taking the lesser of two evils. They originally tried to pass the bill in such a way that they would have access to the books. Some of the companies have been having—I do not know whether they do now—real estate agents and such as that, have a list and by getting this book open to them, they would eliminate that expense, but the way it passed, they have not access to it, except for an individual case where they have tried to beat them out of their money. I personally thought that it was a fair thing. It is a very nominal expense. Slips are furnished by the city and all you have to do is to fill them out. Once a week they put those in and deliver them to the chief of police, and I have it done either by messenger or by mail. It is a mere matter of 10 cents a week to send your list in and a small amount of work, and it helps the merchants. The milkmen cannot collect their cash every time they leave milk at the door. It seems to me the merchants might be helped, providing our lists are not exposed to the public and they are not in our case.

P. J. Mills, of the White line Transfer & Storage Co., of Des Moines, Ia.:—We had this proposition of giving the names and addresses of people that we moved, but we do it very willingly and we find that it is a great assistance to us as well. We have no ordinance covering that, but there is printed in our town what is called a Daily Record, Court Record, which gives all the movements, gives the names and where from and where to; and the transfermen in our town are very well pleased to give this information. A man comes around every morning, and takes it from our orders. Our merchants would be very sore at us if we would not be willing to give it in. We find that it is of assistance to ourselves, as well as the retail merchants.

Mr. Dealy:—The New York City ordinance that was proposed was very much more virile, if I may use the word, than the one in San Francisco. It would impose upon the warehouseman, the mover of any goods at all, a report, in the police precinct where the goods are moved from. As there are over fifty precincts in Greater New York, and many miles apart, it would keep two employes every month pretty busy, getting around to the police stations. That would be very objectionable. Of course, this might be whipped into a better condition and more on the San Francisco plan.

We also like to say, for warehousemen in general—which I have no doubt applies in this part of the country as well as in ours, I think that we are doing things on a fair, honest, honorable plan, either to help the other fellow or to help each other; and, where a merchant is entitled to information, or where it is of assistance to him, or still more so, if it is through the of-

ficers of the law or information to officers of the law, they generally get it. I presume they get it as they do in our section. And I think that warehousemen in general are doing these things in a way that is bringing our business into better repute, and I do not believe any such ordinance as proposed in New York City ought to go through.

E. W. Thompson, Thompson Transfer & Storage Co., of Aurora, Ill.:—In Aurora we have a Credit Rating Association that takes care of that. Their clerk comes around every morning to the different transfermen and gets a list of the people that they have moved the day before, where they move from and where they move to. They keep that record for the benefit of the merchants. If the merchants call up and want a rating on any person, they know where they are and give it to them.

Apropos of this discussion, an item appeared in the December number of *The Team Owners' Review*, now *TRANSFER & STORAGE*, to the effect that an ordinance of this kind had come up in Cincinnati, and regarding it, the Fireproof Storage Co. of that city writes that this bill never came to a final issue, but was shelved, owing to the strong opposition of the labor unions, who opposed it bitterly. They believe that the bill will be dormant for some time.

Suspend Charges on Trap Cars.

The Traffic Bureau recently filed a petition with the Interstate Commerce Commission to suspend the tariffs of the Dayton lines providing for rates and charges and limitations covering ferry, trap or house car service. Definite advice has just been received that the tariffs will be suspended until March 31, 1915, and that the shippers will be given an opportunity to present arguments why the charges as published should not be assessed. The ramification of this service affects every shipper in Dayton. For example, fertilizer cannot be loaded as a rule in merchandise cars, and many less-than-carload shipments from 10,000 to 15,000 pounds are loaded into cars at the factory. These cars under the tariff would be termed ferry cars, and a charge of 4 cents per cwt. would be made.

Other large less-than-carload shipments would fall under the same charge, and it is not only the shipper who loads many l. c. l. lots in the cars to be handled at the station platforms that will be affected. If the proposed charge should become effective it will result in much of this traffic being delivered to the station platforms by trucks or drays, and the shipper who now suffers little or no inconvenience as a result of the delays to his trucks and drays at the station platform, will become involved in more or less congestion. So it is not only the shipper with the private siding who is involved in this matter, but every shipper. All who load ferry cars or l. c. l. shipments at their plants should get in touch with the Traffic Department at once.

Cost of Tailboard Delivery to the Carriers.

By Ward W. Pierson, of Pierson & Shertz, Philadelphia.

It is not possible to give any definite statement of what tailboard delivery costs unless the question be addressed to some particular station or a particular railroad. The reason for this lies in the fact that the efficiency of one carrier differs in some particulars from every other carrier.

Referring directly to the testimony in the tailboard delivery case, the costs of delivery under the present methods and under the tailboard delivery method proposed as estimated, are set forth below. It must be understood that the cost of making tailboard delivery is only on an estimated basis for the reason that this system is not in operation in many of those stations where the estimates were made.

New York City.

Cost of handling L. C. L. freight under the present system:

L. V.	26c to 30c per ton
C. R. R. of N. J.	40c per ton
L. I.	28c to 30c per ton
N. Y. C. & H. R.	30c to 40c per ton
Erie R. R. (Jersey City)	13c to 18c per ton
Erie R. R. (New York City)	14c to 45c per ton
Pennsylvania Railroad	30c to 40c per ton

Cost of handling L. C. L. freight under tailboard delivery system:

Mr. Stevens, of the New York Central testified that it would cost his railroad about \$100,000 more per annum to operate the tailboard delivery system.

Mr. Mifflin, of the Pennsylvania Railroad testified that it would cost his railroad about double the cost of the present system or 60-80c per ton to operate under the tailboard delivery system.

Cincinnati.

Cost of handling L. C. L. freight under the present system:

C. L. & N.	26 c per ton
C. H. & D.	11.5c per ton
C. N. & T. P.	26 c per ton
L. & N. R. R.	30 c per ton
B. & O.	38 c per ton
Pennsylvania Lines	26.1c per ton
C. & O.	26 c per ton
C. C. C. & St. L.	26.7c per ton

Estimated cost of handling L. C. L. freight under the tailboard delivery system:

C. L. & N.	46c per ton
C. H. & D.	26c per ton
C. N. & T. P.	40c per ton
Pennsylvania Lines	33c to 38c per ton
C. C. C. & St. L.	36c to 44c per ton
C. N. & T. P.	40c per ton

The estimated increase in cost per annum made by the railway agents of Cincinnati covering the installation of the tailboard receipt and tailboard delivery system was as follows:

C. C. C. & St. L.	\$40,775.04
L. & N.	4,680.00
C. & O.	6,938.52
L. & N. (West End)	8,850.00
C. H. & D.	7,740.00
B. & O.	2,500.00
C. L. & N.	9,326.40

The increase in cost as estimated by the railway agents of the various stations run all the way from 20 up to 106 per cent. These costs as hereinbefore stated are based upon the handtruck system and have nothing to do with the so-called industrial truck.

Philadelphia.

Increase in cost of handling L. C. L. freight under the tailboard delivery system:

Noble Street Station (P. R. R.)	\$45,240.00 per annum
One of the P. R. R. stations	36,000.00 per annum

Cleveland.

Cost of handling L. C. L. freight under the present system: (Partial-? tailboard delivery and receipt, 20c per ton.)

Chicago.

Cost of handling L. C. L. freight under tailboard delivery system:

C. & N. W. Ry.	\$.75 per ton
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Among other points which were developed in the course of the testimony, was the fact that one of the agents who had testified as to the large increase in the cost due to tailboard delivery, had acknowledged in a letter addressed to an industrial truck concern that the cost of handling across station platforms with the industrial truck was 17.5 cents per ton as compared with the cost of 31 cents per ton when handled with the hand truck.

It should be noted however, in this connection that the cost of the industrial truck is not far from \$2,000.

The total package tonnage handled annually over platforms of carriers at Philadelphia aggregates 2,000,000 tons. Applying the estimate of Mr. Witzel, of Cleveland that tailboard delivery increases the cost at least 10 cents per ton, the annual increase at Philadelphia would be \$200,000.

The testimony of M. C. Horine, quoted in connection with the New York case, which throws light on costs is as follows:

A small crowd of men who specialize in the moving of freight to the wagons from the piles, with the best of equipment, and directed by capable foremen, are able to move the freight at less cost than the individual teamsters who are there perhaps once a day, and who are not adequately supervised, and would quite likely get in one another's way. I believe the sum total of efficiency is greater where specialization takes place. The teamster specializes in operating his team, and the freight terminal employes specialize in the handling of freight in the terminals.

Are Draymen Common Carriers?

There is no question but that draymen and truckmen are common carriers. This is the law in almost all of the States. While he is a common carrier, however, the drayman may make special contracts, and in such capacity he is a private carrier, and is liable only for negligence.

The Household Goods Warehouseman as a Public Utility

Ralph J. Wood, of the Lincoln Warehouse & Van Co., of Chicago, and secretary of the Illinois Furniture Warehousemen's Association, read the following paper at the Kansas City Convention of the American Warehousemen's Association last December, giving the views of Chicago furniture warehousemen on the situation that exists there, now that they are under the jurisdiction of the Public Utilities Commission of Illinois. While the storagemen of Illinois have been under the commission only since the first of September, the account of their view of the situation, as given by Mr. Wood, should interest warehousemen everywhere, owing to the rapid strides such legislation is making in other States.

In its issue of March, 1914, *The Team Owners' Review*, now *TRANSFER & STORAGE*, published the report of the experience of the warehouse interests of California under the Public Utilities Commission of that State, as read by S. M. Haslett, of the Haslett Warehouse Company, of San Francisco, before the 1913 convention of the American Warehousemen's Association. A section of the Statutes of Missouri, printed at the close of Mr. Wood's paper, declares all warehouses and storehouses, situated in cities of over 50,000 population, to be public warehouses and prescribes certain duties for warehousemen.

There is no telling when other States may take up this question of furniture warehouses as public utilities, and as C. J. Neal, of the Neal Fireproof Storage Co., of Cleveland, said at the last meeting of the American Association, it is time that warehousemen in every State were beginning to look into the question of Public Utility control so that legislation of this kind will not find them unprepared. Mr. Wood's paper follows:

The household goods warehousemen has so recently been elevated to public utility rank, and has been so short a time under the jurisdiction of the Public Utilities Commission that there seems to be a wide divergence of opinion as to the benefits or disadvantages to be derived from State control. The subject is worthy of much serious thought and warehousemen should carefully study all sides of the question before subjecting themselves to control by a State Public Utility Commission.

California, but a little over a year ago invited the merchandise warehousemen into the utility family, at the same time refusing admission to the household goods man. If the reports or the troubles of the former are any criterion, then perhaps the household goods man may consider himself lucky in being left out side the family circle.

When Illinois put into effect its Public Utilities Commission law, on January 1, 1914, it gave the Illinois warehousemen but little concern. The merchandise men of Chicago were the first to give the matter any consideration, and upon inquiry found that the commission claimed jurisdiction over them, whereupon they arranged a meeting with some of the commissioners

and decided to file schedules of rates. The household goods warehousemen were of the opinion that there was no possible chance of their being declared a public utility and they were very much opposed to recognition by the commission for the reason that the act imposed many conditions which it was then thought would permit of too much dictation by the commission.

July Ruling Covered Household Warehousemen.

In July, 1914, the State Public Utilities Commission under conference ruling No. 12 held that "public warehouses of the classes A. B. and C., which store grain, or other property for compensation, are public utilities; and as such are under the jurisdiction of this commission and subject to its supervision, its order, rule or regulation"—"It is therefore ordered, that every proprietor, lessee, or manager of a public warehouse of class A. B. or C as above defined, shall immediately file with this commission, and shall keep open to public inspection, schedules showing all rates and other charges and classifications which are in force for any service performed by it, together with all rules, regulations, etc., that in any manner affect the rates charged or to be charged for such service."

The promulgation of this order, compelled the household goods men to take the act under very careful consideration. Many were opposed to operation under its terms. Others were in favor of it. Attorneys consulted gave the opinion that, while they thought the act might be declared unconstitutional, we were clearly within its jurisdiction, and advised us to file schedule of rates.

A special meeting of the Illinois Furniture Warehousemen's Association was called. Committees on rates were appointed, a meeting was arranged with the commission for the purpose of ascertaining what was required of us and whether we would be compelled to file rates covering all services performed by us, in the way of storage, cartage, packing materials, packing labor, carpet cleaning, etc.

The joint meeting was held in the commission's rooms on July 29. The commissioners stated that they did not wish to impose any hardships upon us and ruled that we should file rates for shortage and warehouse labor only, omitting for the present, cartage, materials, packing, labor, etc., but that we should file rates demanded within two weeks, rates to be of effect September 1, 1914.

Short Time to Prepare Schedules.

You can perhaps imagine what it meant to the Illinois Warehousemen, unprepared as we were, to make, digest and schedule rates within a period of 2 weeks. It was essential that the rates be to a certain extent uniform otherwise we would have been in the same predicament in which the California merchandise men found themselves, where, without concerted action, rates were filed and it was found that one warehouseman had scheduled rates 25 per cent lower than the others, the result being that he has filled and keeps full his warehouse, to the detriment of the others.

After many meetings and much discussion, the Illinois Warehousemen arranged rates which were acceptable to all and they were filed within the specified time. It has been ascertained since that warehousemen, not members of the association, who were invited to attend

our meetings and take part in the discussion on rates, in some instances filed somewhat lower schedules, but whether this has operated to the detriment of the association men has not yet been ascertained and I am inclined to think that it has had little effect.

We have been operating under the Utilities Commission since September 1, a period of only 3 months. We are so far unable to say whether it will be beneficial or harmful. If uniformity of rates can be obtained and maintained, and if that were the only thing to be considered, then the act would certainly be beneficial; but there are other features to be considered. How much regulation is to be imposed upon us? That you may all see what we are up against, I will quote extracts from the act. Article 2, Section 11 says the commission "shall have power to establish a uniform system of accounts to be kept by public utilities or to classify public utilities and establish a uniform system of accounts for each class and to prescribe the manner in which such accounts shall be kept. It may also prescribe forms of accounts to be kept including earnings and expenses."

Section 14—"Shall have power to fix rate of depreciation on all classes of property."

Section 15—"Shall have the right to examine and audit all books, accounts, papers and documents."

Section 17—"Any person who shall wilfully make false entry in accounts or records or who shall wilfully neglect or fail to make full true and correct entries in such accounts or shall keep any record other than those prescribed or approved by the commission shall be guilty of a misdemeanor and upon conviction, be subject to imprisonment in the county jail not exceeding one year, or to a fine not exceeding \$1,000, or both."

Section 19—"Each public utility in the State shall each year after 1913 furnish to the commission in such form as the commission shall require, annual reports showing earnings and expenses. All reports made to the commission, and the contents thereof, shall be open to public inspection, unless otherwise ordered by the commission. Any utility failing to make and file any report called for within 30 days from the time it is lawfully required to do so shall forfeit \$100 for each and every day it may be in default."

ARTICLE III.

Section 20—"A utility may not issue bonds, stocks, notes, etc., to run longer than 12 months without first obtaining the consent of the commission."

ARTICLE IV.

Section 32—"All rates or other charges made, demanded or received by a public utility for services rendered shall be just and reasonable."

Section 33—"Every public utility shall file with the commission and shall print and keep open to public inspection, schedules showing all rates and other charges and classifications for any service to be performed by it and such rates shall not, without the consent of the commission, exceed those of July 1, 1913. But nothing shall prevent the commission from approving or fixing rates or other charges or classifications from time to time, in excess of or less than those shown in schedules."

Section 36—"Unless the commission otherwise orders, no changes shall be made by any public utility in any rate or other charge or classification, or in any rule, regulation, practice or contract relating to or affecting any rate or other charge, classification or service except after 30 days' notice to the commission and to the public. No public utility shall increase any rate except

upon a showing before the commission and a finding by the commission that such increase is justified."

Section 37—"Except as in this article otherwise provided, no public utility shall charge, demand, collect or receive a greater or less or different compensation for any product, or commodity furnished or to be furnished, or for any service rendered or to be rendered, than the rates or other charges applicable to such product or commodity or service as specified in its schedule on file and in effect at the time, except as provided in Section 35, nor shall any such public utility refund or remit, directly or indirectly, in any manner or by any device, any portion of the rates or other charges so specified, nor extend to any corporation or person any form of contract or agreement or any rule or regulation of any facility or privilege except such as are regularly and uniformly extended to all corporations and persons."

Section 38—"No public utility shall, as to rates or other charges, services facilities or in any other respect make or grant any preference or advantage to any corporation or person or subject any corporation or person to any prejudice or disadvantage. No public utility shall establish or maintain any unreasonable difference as to rates or other charges, services, facilities, or in any other respect, either as between localities or as between classes of service. Even public utility shall, upon reasonable notice, furnish to all persons who may apply therefor and be reasonably entitled thereto, suitable facilities and service without discrimination and without delay."

Section 39—"No public utility, or any officer or agent thereof, or any person acting for or employed by it, shall, directly or indirectly, by any device or means whatsoever, suffer or permit any corporation or person to obtain any service, commodity, or product at less than the rate or other charge then established and in force as shown by the schedules filed and in effect at that time. No person or corporation shall directly or indirectly by any device or means whatsoever, whether with or without the consent or connivance of a public utility or any of its officers, agents, or employees, seek to obtain or obtain any service, commodity, or product at less than the rate or other charge then established and in force therefor."

Section 40—"No common carrier subject to the provisions of this act shall charge or receive any greater compensation in the aggregate for the transportation of persons or of a like kind of property for a shorter than for a long distance over the same line or route in the same direction within this State, the shorter being included within the longer distance, or charge any greater compensation as a through rate than the aggregate of the intermediate rates."

Section 41—"The commission after a hearing had upon its own motion or upon complaint, shall find that the rates and charges are any of them unjust, shall determine the just and reasonable charges and fix same by order."

Section 55—"No public utility shall begin the construction of any new plant equipment, property until it shall have obtained from the commission a certificate that public convenience and necessity require such construction."

Upon this section the commission ruled in conference order No. 12. That it is held that any warehouseman who was not, at the time the act to provide for the regulation of public utilities went into effect, engaged in the business, shall make application to this commission for a certificate of public convenience and necessity.

The commission holds that it shall be the duty of

every warehouseman to receive for storage any grain or other goods which he is accustomed to store that may be tendered to him in the usual manner in which warehouses are accustomed to receive the same in the ordinary and usual course of business, not making any discrimination between persons desiring to avail themselves of warehouse facilities."

Section 56—"Every public utility shall file with the commission, under such rules and regulations as the commission may prescribe, a report of every accident occurring, or that may occur, to or on its plant, equipment, or other property of such nature as to endanger the safety, health or property of any person. Whenever any accident occasions the loss of life or limb to any person, such public utility shall immediately give notice to the commission of the fact by the speediest means of communication, whether telephone, telegraph or post."

Section 64.—"Complaint may be made by the commission, of its own motion or by any person or corporation, chamber of commerce, board of trade, or any industrial, commercial, mercantile, agricultural or manufacturing society, or any body politic or municipal corporation by competition or complaint in writing, setting forth any act or thing done or omitted to be done in violation, or claimed to be in violation, of any provision of this act, or of any order or rule of the commission. All matters upon which complaint may be founded may be joined in one hearing, and no motion shall be entertained against a complaint for misjoinder of complaints or grievances or misjoinder of parties."

Section 72.—"When complaint has been made to the commission concerning any rate or other charge of any public utility and the commission has found, after a hearing, that the public utility has charged on excessive or unjustly discriminatatory amount, the commission may order that the utility make due reparation to the complainant."

Section 76.—"Penalty for violation by public utility or corporation other than a public utility of act or orders—Separate Offenses)

Any public utility or any corporation other than a public utility which violates or fails to comply with any provisions of this act, or which fails to obey, observe or comply with any order, decision, rule, regulation, direction or requirement or any part or provision thereof, of the commission, made or issued under authority of this act, in a case in which a penalty is not otherwise provided for in this act, upon conviction, shall be punished by a fine of not less than \$500 nor more than \$2,000 for each and every offense."

Section 77—"Persons Violating Act or Order—Penalty). Every person who, either individually, or acting as an officer, agent or employe of a public utility or of a corporation, other than a public utility violates or fails to comply with any provisions of this act, or fails to observe, obey or comply with any order, decision, rule, regulation, direction or requirement, or any part or portion thereof, of the commission, made or issued under authority of this act, or who procures, aids or abets any public utility in its violation of this act or in its failure to obey, observe or comply with this act, or any such order, decision, rule, regulation direction or requirement, or any part or portion thereof, in a case in which a penalty is not otherwise provided for in this act, is guilty of a misdemeanor, and, upon conviction, shall be punished by a fine not exceeding \$1,000 or by imprisonment in a county jail not exceeding one year, or both such fine and imprisonment."

Section 80.—"The commission is hereby authorized

to hear and determine all applications for the cancellation of warehouse licenses in this State which may be issued in pursuance of any laws of this State and for that purpose to make and adopt such rules and regulations concerning such hearing and determination as may, from time to time, by it be deemed proper. And if, upon such hearing, it shall appear that any public warehouseman has been guilty of violating any law of this State concerning the business of public warehousemen, the commission may cancel and revoke the license of said public warehouseman and immediately notify the officer who was issued and such license of such revocation and cancellation; and no person whose license as a public warehouseman shall be cancelled or revoked shall be entitled to another license or to carry on the business in this State of such public warehouseman until the expiration of 6 months from the date of such revocation and cancellation, and until he shall have again been licensed."

The extracts quoted above form the Illinois Public Utilities Act, will serve as a reminder that warehousemen should give serious thought to the subject before seeking to come under State control. It is undoubtedly true that there will be much headway gained by Public Utility Commissions during the next few years and it behooves all warehousemen to prepare themselves so that they may be ready when the time comes. Up to the present time the only ruling by the Illinois commission affecting household goods warehousemen is the one wherein Werner Brothers' Fireproof Storage Co., of Chicago, were refused permission to erect a new warehouse on ground bought by them for that purpose. There is now pending before the Supreme Court of Illinois, an action brought by the Monarch Refrigerator Co., a cold storage warehouse, testing the validity of the Illinois act. This case will probably be tried in the very near future.

R. J. Wood,

The Lincoln Warehouse & Van Co., Chicago, Ill.

Union Agents Indicted.

Michael Artery, business agent of the Machinery Riggers & Safe Movers' Union, and Michael Galvin, of the Truck Drivers' Union, both of Chicago, have been indicted by the Federal Court in that city. The charge brought against them was that of preventing the unloading and delivery of a shipment of ice machinery received in Chicago in January, 1912, from York, Pa. Charles F. Clyne, United States District Attorney, is reported to have stated that the machinery was not moved until \$900 was paid over by the officials of the Knickerbocker Ice Co., to whom the machinery was consigned.

Last June, the Grand Jury began an investigation of labor conditions after George Hammond, business agent for the Excavating, Grading & Asphalt Teamsters Union, was shot and killed by Patrick Dignan, a contractor, who declared that Hammond had attempted to blackmail him.

Transfer & Storage Items From the British Isles

Readers of TRANSFER & STORAGE will be glad to hear we have secured the services of Donald Mackay, of Glasgow, Scotland, with whose letters in former issues of *The Team Owners' Review* old readers of the paper are doubtless familiar. Mr. Mackay will give the readers of TRANSFER & STORAGE, regular monthly letters regarding the principal questions of interest to transfer and storagemen in the British Isles. His present article, given below, presents a good word-picture of how the war has affected the transfer business in England.

Effects of the War on British Transfer Trade.

It is the purpose of this article to note briefly for the benefit of any American readers that may be interested how the war from its commencement till now has affected and is affecting those engaged in land transport in the United Kingdom. In many respects they are affected in the same way as the general commercial and business public; but they are also affected in several ways special to their own industry.

First of all came the impressment of horses for military purposes. The government was well informed during recent years as to the studs owned by various horse-owners throughout the country; and at once, on war being declared, visits were made by impressing officers and veterinary surgeons to the various stables and the required horses and vehicles commandeered, at prices struck by these officers. Generally the prices allowed were satisfactory, though in several cases appeals have been taken to the courts for higher allowances.

But the mere impressment was a small matter compared with its results on the carrying trade. These may be said to be mainly two. First, the drafting of so many horses into military work left too few horses to do the carting work of the cities in which business was at all good; and in nearly all the towns and cities of Britain trade is normal, and second, the scarcity of horses which consequently ensued put up the price of them till it is now fully 50 per cent more than before the war; so that although the impressing officers allowed team owners good prices for the horses taken for the army, yet when the man from whom they were taken tried to replace these horses by others, he found he had either to pay a much greater price, or be content with an inferior class of animal.

Along with this scarcity and dearness of horses also arose an increased cost of feeding. The war authorities of course had to make large purchases for the cavalry, artillery and transport sections of the forces; and as this had to be done quickly, the farmer had an opportunity of asking a full price for oats, hay, etc. That price he afterward naturally sought to keep up against the horse owners who went to buy for ordinary needs. But overseas supplies coming in regularly, matters are now righting themselves, though the price of oats is still abnormally high, and will, it is anticipated be even higher in spring when additional supplies will be required for seed time.

In this connection, however, buyers are not left without a remedy. The Board of Trade has in several cases in which artificially high prices were being charged, for example for articles of domestic use, stepped in and

fixed maximum prices, thus preventing sellers using the war as an excuse to make money. The board is willing at any time to act similarly with regard to any article of necessary commerce. The case of food stuffs for horses has been brought to its notice, but so far the opinion of the board is that there is no need for state intervention.

Not only is the carrying contractor hit with the dearness of horses and feeding stuffs, but saddlers, wheelwrights and cartwrights have raised their charges, and it is not improbable that the various trade unions will also put forward a demand for an increase in wages of employers. In these circumstances, the obvious and indeed only remedy is to increase cartage rates. In several centers this has already been done, and by the commencement of the year a general advance in all rates, to a practical certainty, will be made all over the country.

The war further has probably taken more men from the carrying trade than from any other. This class of men are accustomed to the rough and tumble of outdoor life, know how to drive and handle horses and manipulate vehicles. Therefore army work with its generally regular hours, good feeding and good wages, all found too, has attracted large numbers of them, so that it is getting increasingly difficult to obtain suitable men for cartage work.

Then in conclusion a word may be said about the motor. The development of the motor vehicle has during recent years displaced the horse to an enormous extent, and hence the present scarcity when army needs are urgent; but nevertheless the motor has done and is doing immense service in this war. Of course it is the quick moving light petrol driven vehicle that is most in evidence; but it alone is not adequate. To complete the service three modes of transport are being found necessary—the steam vehicle for heavy loads and long trains; the petrol car for higher work; and last, but not least, the always valuable horse for short quick journeys and all sorts of jobs which the mechanically-driven vehicle is no use for.

DONALD MACKAY.

Glasgow, Scotland, December, 1914.

Editor's Note:—In speaking of the "generally regular hours, good feeding and good wages" in army service, Mr. Mackay probably refers to the commissary department work or similar employment in connection with training camps and supply bases in the British Isles, where men who are good drivers would be most likely to be sent. Mr. Mackay's remarks regarding the displacement of horses by motor trucks and the consequent scarcity of horses for all purposes upon the outbreak of the war, shows that Great Britain is facing a problem similar to that of the United States, only we have the same problem in times of peace.

H. T. L.

Packard Announces New Trucks.

An entirely new line of motor trucks is announced by the Packard Motor Car Co., of Detroit. The series, ranging in capacity from one to six tons, inclusive, possesses numerous features that spell economy to the user and overcome the difficulties formerly identified with the installation of worm drive. The one-ton Packard is a new addition to this well-known family and marks the entrance of the company into the light duty field.

Each unit is designed especially for the duties required of a truck of that capacity. So carefully have the Packard engineers developed the new product, that it has taken 3 years for the forework. The preliminary

trucks, during the final test, were driven a distance equivalent to five times around the earth. This mileage was established over the roughest road conditions to be encountered between Michigan and the Rocky mountains.

Insurance of Motor Trucks.

A representative of the Motor Truck Club of America explained to the members of the New York Furniture Warehousemen's Association at their last meeting, the advantages of the plan that the club has worked out for reducing the insurance rates on motor vehicles.

The speaker stated the Motor Truck Club has figured out that from 1 to 10 per cent of the cost of a truck goes for insurance. The club organized a committee of four of the largest individual motor truck owners in New York City, and through it, they tried to get the insurance companies to show the reason for the increase in rates every year. The insurance companies said that if the members of the club would set a certain standard they would give them the advantage of reduced rates. A set of rules and regulations was drawn up by the motor truck club accordingly. These regulations are not a hardship on the motor truck owners, and if the members of the club will help to carry them out, the insurance rate can be reduced from 15 to 45 per cent, it is claimed.

"Ten years ago I remember that motor trucks were being written for \$35; five years ago they got the rate up to \$75 and to-day your rate is \$150 for liability insurance," said the Motor Truck Club's representative. In the insurance of motor trucks there is what is known as the physical hazard, the moral hazard and incompetency of the driver. Moral hazard means the attitude of the employer toward an inefficient driver; for example, a superintendent who would continually give a man who had had many mishaps another chance.

The club is trying to bring the standard of the driver to a higher plane of efficiency, by an educational campaign. Meetings for drivers will be held regularly and the Safety First Society will give illustrated lectures, as will the heads of the claim departments of the different companies. The scheme is to show the driver how he may avoid accidents.

As far as the physical condition is concerned, a series of inspections of the motor trucks owned by members of the club will be made by experts employed by the club. A reference bureau for drivers is to be started by the club for its members, each member giving the club the names of his drivers; the club will tabulate these and when an accident happens, this will be noted against

the driver. If a driver has a bad record the club will take it up with the employer and call his attention to the fact that he is employing an incompetent man. Steps will be taken to make the driver competent and if this cannot be done his license will be taken away through the State department.

The truck club issues a policy to its members for Account of Whom It May Concern. The club has made its contract for fire insurance policies with the Pennsylvania State Insurance Co., and for liability insurance with the Fidelity & Deposit Co., of Maryland. The club insures pleasure cars as well as trucks.

Truck Owners of Jersey Form Club.

The Motor Truck Club of New Jersey has been formed in that State, the organization having its headquarters in Newark. It is the purpose of the organizers to hold regular meetings when addresses on important topics pertaining to motor truck operation and care can be heard and discussions carried on. It is reported that the club will seek affiliation with the Motor Truck Club of America and thus become the first local section of that body, whose purpose is to be a national organization for the owners of motor trucks.

John F. Winchester, of the Standard Oil Co., of New Jersey, Newark branch, is temporary president and L. J. McCracken, manager of the Newark branch of the Packard Motor Car Co., is temporary secretary of the new organization.

Protest Against Jersey Truck Mirrors.

D. T. Pratt, president of the Motor Truck Club of America, and several of his associates who are truck owners in the State of New Jersey have protested against the proposed legislation in that State which would make it compulsory for all trucks operated in the State to be equipped with mirrors to enable drivers to see the road in the rear. The new law is to go into effect on January 15, and will apply to New York vehicles operating in New Jersey as well as those holding New Jersey licenses.

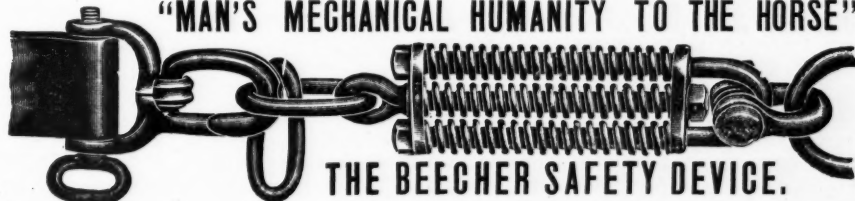
The protest is based upon the fact that there are no suitable mirrors now on the market which will withstand the vibration on solid-tired motor vehicles, and furthermore, that such a law would discriminate against motor vehicles in view of the fact that a similar regulation will not be enforced on horse-drawn vehicles.

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News From Everywhere Briefly Told.

D. A. Morr of Kansas City, Mo., is no longer connected with the D. A. Morr Transfer & Storage Co., of that city, having purchased the business and good will of the Blue Line Transfer Co., of 311-15 West Nineteenth street, Kansas City, Mo., Mr. Morr is president and treasurer and general manager of the Blue Line Co. Mr. Morr is well known among the transfer and storage men of the United States and Canada being first vice-president of the National Team Owners' Association, chairman of the committee on Railroads and steamships for the American Warehousemen's Association, of which he is a member, and also member of the Illinois and New York Furniture Warehousemen's Associations.

Mr. Morr did not state whether or not the Blue Line Transfer Co., has a warehouse as well as a transfer business, in his letter to TRANSFER & STORAGE announcing the change. Particulars regarding the change in the D. A. Morr Transfer & Storage Co., following Mr. Morr's removal to the Blue Line Co., will be announced later.

New York Furniture Warehousemen's Association has been enlarged by the addition of two new members, the Puliam Transfer & Storage Co., of 2507 Floyd street, Dallas, Tex., and Harrahan's Phenix Mammoth Warehouse, of 244 Havemeyer street, Brooklyn, N. Y.

"Rad" of Grand Rapids, in other words, E. M. Radcliffe of Radcliffe & Co., of the Furniture City, has become a political boss in hopes that some day he will be able to put up that new fireproof warehouse. He believes in representation of transfer and storage men in allied business associations and governing bodies. He had the pleasure of nominating Harry R. Wells of Grand Rapids, manager of the Security Transfer Co., of that city for a directorship in the Grand Rapids Association of Commerce, recently.

Sand or stone chips to prevent the slipping of horses on oiled roads have been ordered to be spread on roads around Frederick, Md.

J. J. McManus, vice-president of the Manhattan Storage & Warehouse Co., of New York City, died at his home at Liberty, N. Y., recently after a protracted illness. At the December meeting of the New York Furniture Warehouse-

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 Superior Facilities for Hauling and
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 Furniture Stored, Packed and Moved.
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men's Association, resolutions of sympathy were passed by the association of which the Manhattan company is a member.

Women of Baltimore, have been selling peace stamps in order to raise money to buy ice-shoes for the horses of the city.

Detroit transfermen are now fighting an ordinance by which tail-lights would be required on horse drawn vehicles in the city.

New Orleans port commissioners have awarded the contracts for the construction of the first unit of the cotton warehouses and terminals on the river front between Napoleon avenue and Soniat street. The contracts contain a stipulation that the work should be started on January 1, and the finished warehouses, compresses, offices, garage and adjuncts be turned over fully approved by August 15, 1915. The warehouses J. K. C. and H will have a combined storage capacity of 240,000 bales of cotton.

Fairfax Harrison, president of the Southern Railway, in speaking to a representative of the Mobile, Ala., "Register" recently said:

"The business of the port has outgrown the facilities for handling it," he continued, "and what you need most at the present time is warehouse room to relieve the congestion and to care for the business that is coming through the port.

"I would like to build a two million dollar warehouse system here if I could, but I cannot. The Interstate Commerce Commission and the regulation laws would not let me do it.

"These warehouses will have to be built by municipal or private enterprises, preferably the former. I have given a great deal of time to the investigation and study of your situation, and these are my deliberate conclusions."

Led on by the statement that he had given much thought to Mobile's situation, Mr. Harrison was asked by his interviewer if he was familiar enough with Mobile's harbor to say where, in his opinion, the municipal docks and warehouses should be built.

"Yes, I have gone over the ground and carefully," he said, "and in my opinion the best place to locate the docks is in Garrow's Bend off the Arlington Park tract of land. Down there the docks will be protected from storms, you own the land they can be built on, and the item of dredging out the long slip from the channel will not be so great as to be prohibitive. But more important than these facts is the

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WAREHOUSE COMPANY
STORAGE & DISTRIBUTING

Fireproof Warehouses. Separate Locked Rooms

JAMESTOWN, N. Y.
**DONELSON TRUCKING &
 STORAGE CO.,**

FACILITIES FOR PACKING, SHIPPING,
 MOVING AND STORING
 HOUSEHOLD GOODS.

Machinery, Safes, Etc., Moved—**MOTOR VANS**

LEOMINSTER, MASS.**W. K. MORSE**
**LIGHT AND HEAVY TRUCKING
 OF ALL KINDS**

Office and Stables, rear 83 Mechanic Street.
 Residence, 147 Whitney Street.

MANSFIELD, O.
COTTER
TRANSFER & STORAGE
 Company
GENERAL HAULING & STORAGE
MILWAUKEE, WIS.
Kinsella Transfer Company

617 Clinton Street

WE MOVE EVERYTHING.

ALL KINDS OF TEAMING

TRANSFER, WAREHOUSE AND STORAGE COMPANIES' DIRECTORY—CONTINUED

**THE UNION TRANSFER
COMPANY.**

Freight-Teaming, Shipping and Receiving Agents. Warehousing and Storage.

OFFICE, 107 REED STREET.
"We Deliver the Goods."

MINNEAPOLIS, MINN.**CAMERON'S
Transfer & Storage Company**

708 Hennepin Avenue,
Unsurpassed facilities for Storing, Handling,
Transferring and Forwarding Merchandise and Household Goods.
Fireproof Storage.

MONTREAL, CANADA**Meldrum Brothers, Limited**

Cartage Contractors

Established 1857

Office 32 Wellington Street.

Unexcelled facilities for the teaming of car load, steamship importations and heavy merchandise.

NEW LONDON, CONN.

B. B. GARDNER, 18 BLACKHALL STREET

**PIANO AND FURNITURE
PACKER, MOVER & SHIPPER**

Safe Mover—Freight and Baggage Transfer.
STORAGE.

NEW YORK CITY.**The Meade Transfer Company**

General Freight Forwarders

Transfer Agents of the
Pennsylvania R. R. and Long Island R. R.
Main Office, P. R. R. Pier, 1 N. R.

West End Storage Warehouse

202-210 West Eighty-Ninth St.,

Moving, Packing and Shipping, Storage

Warehouse and Silver Vaults.

NEW YORK CITY.

accessibility of the site for the loading and unloading of freight from the cars to the warehouses and docks. There is no railroad close to the shore line there to bar off access to the proposed terminals, and that is the most serious obstacle to the development anywhere else along your harbor front north of Monroe Park."

Wagner Fireproof Storage & Truck Co., is the new name of the Wagner Transfer & Storage Co., of Springfield, Ohio, which also announces that it is now located in its new five-story fireproof warehouse, located on a private spur of the Pennsylvania Railroad at the crossing of the railroad by Lowry avenue. The spur has a track capacity of six cars.

The opening date of the new building has not been decided upon yet, but it will probably be the middle or latter part of January. Upon entering the new building one has a plain view of the safety deposit vaults, piano room and office proper. The lobby is floored with tile and is equipped with a large table, chairs, pens, stationary, etc., for the benefit of customers. The office and packing and crating room are steam heated. A modern work room has been installed, with all up to date devices for the packing and crating of household goods. The company carries on a general moving business as well as a warehouse business having motor vans for city and suburban removals.

Ralph N. Blakeslee Co., the largest transfer and storage concern in Waterbury, Conn., has been taken over by J. H. D. Grannis and Edward L. White, Mr. Grannis has been general manager for the company for 2 years. Regarding the Blakeslee company, the Waterbury, "Republican" has the following to say:—

The Blakeslee Co., is well known, not only locally, but thruout the state for the facilities that it has in handling trucking and moving propositions that are regarded as gigantic. The plant is complete, and the equipment includes a large storage warehouse and yard at the corner of Bank and Meadow streets. where the office is located, and several other buildings. At present the company has more than seventy-five men in its employ, and eighty or more teams of horses are owned by the concern.

The transfer of the business marks the passing of another enterprise of the late Ralph N. Blakeslee. From a modest beginning, Mr. Blakeslee, by strenuous effort combined with an un-

**Metropolitan Fire Proof
Storage Warehouse Company**

39-41 West Sixty-Sixth St.
STORAGE, CARTAGE, PACKING.

Julius Kindermann & Sons

FIREPROOF STORAGE WAREHOUSES

Storage for Household Effects, Automobiles, Etc.

1360-62 Webster Ave., near 170th St.
NEW YORK CITY.

OIL CITY, PA.**Carnahan Transfer & Storage
COMPANY**

STORAGE AND PACKING

PARKERSBURG, W. VA.**Parkersburg Transfer &
Storage Co.**

101-113 ANN STREET.

Distributing and Forwarding Agents.
Track in Building.

PHILADELPHIA**CITIZENS' EXPRESS COMPANY,**

Theo. Gabrylewitz

Drayman—Shipper—Distributor

HEAVY HAULING

Parcel Delivery.

Auto Delivery.

31 North Sixth St.

PITTSBURGH, PA.**Haugh & Keenan
Storage & Transfer Company,**

Center and Euclid, East End.
PITTSBURGH, PA.

**MURDOCH STORAGE &
TRANSFER COMPANY,**

Successor to

W. A. Hoevler Storage Company,
Office and Warehouses

546 NEVILLE STREET, PITTSBURGH, PA.

TRANSFER, WAREHOUSE AND STORAGE COMPANIES' DIRECTORY—CONTINUED

Weber Express & Storage Co.

4620 Henry Street

Moving, Packing and Storing | **GENERAL**
of Furniture and Planos | **HAULING****J. O'NEILL, EXPRESS AND STORAGE**

813 W. Diamond Street, Northside.

Unsurpassed Facilities for Storing,
Handling, Transferring
and Forwarding Goods.**UNION STORAGE CO.,**

Liberty and Second Ave.

GENERAL, COLD AND BONDED STORAGE
TRANSFERRING AND FORWARDING.**PORTLAND, ME.****Chase Transfer Company**

General Forwarding Agents

Eastern Steamship Company, Maine Steamship
Company, Grand Trunk Railway.

Special attention to Carload Consignment.

PORTLAND, ORE.**Northwestern Transfer Co.**

64 and 66 Front Street

GENERAL FORWARDING AGENTS
Special Attention Given to Pool Cars**ROCHESTER, N. Y.****Rochester Carting Company,**

164 ANDREWS STREET.

Movers of Pianos and Household
Furniture.**ST. LOUIS, MO.****Columbia Transfer Company**Special attention given to the
distribution of car load freight.Depots: St. Louis, Mo., and East St.
Louis, Ill.

usual business acumen, built the foundation of the business which was later incorporated in the Ralph N. Blakeslee Co., by his heirs. Up to the last few years before his death, Mr. Blakeslee was the presiding genius. And there was no trucking problem too great for him, it seemed.

The company has since continued Mr. Blakeslee's "big job" policy, and when one of the local foundries has an unusually large or heavy casting to ship or move, the Blakeslee company is frequently called. Hitches with as many as twenty-four teams have been seen on city streets. And the reputation of the company has been that it was able to do almost any trucking job.

Mr. Grannis and Mr. White, the new owners, stated recently that while full particulars in the matter could not be divulged just now, the announcement of the terms of the sale would be made in a few days. In the meantime it is not known whether the name of the business will be changed.

The five-story storage warehouse at 50 West One Hundred and Thirty-Third street, New York city, has been purchased by Percy Cole of that city. Mr. Cole will continue the storage business at this address.

V. M. Frost Springfield, Mass., has sold his trucking business in that city to Walter Sullivan.

City Trucking Company of Fort Wayne, Ind., has been purchased by John, Perry C. and Andrew Archer. The business will be continued at the North Clinton street barns.

Eastern Storage Company on Everett avenue, Boston, suffered a loss of \$1,000 through fire on November 16.

Honolulu Construction & Draying Company, the City Transfer Company, and the Hustace-Peck Company of Honolulu, Hawaii, big draying companies, have each lent to the War Relief Committee of that city a team of horses and a wagon with a driver for one day to collect material to be sent to war sufferers in Europe. The Union Pacific Transfer Company of the same city performed a similar service.

Fredrick Wagner, president of the Fisk Doerr & Carroll Horse Company of New York city is authority for the statement that the European War may take nearly 1,000,000 horses out of the United States.

A feature of the improved horse and mule groomer recently put on the market by the Municipal Supply Co., of Chicago, is the flexible shaft, which eliminates lost motion and is claimed to give

THE SAMSON JACK

This Jack is made of Air-refined Malleable Iron with Steel Bolts, and is used for raising heavy trucks and coaches, and comes in two sizes,

No. 1\$4.00
No. 2 5.00

WRITE US.

L. J. KELLY MFG. CO.
ALBANY, NEW YORK**P. F. BURKE**

DANRELL & D. STS. SO. BOSTON, MASS.

MANUFACTURER OF

PATENT STEEL TOE CALKS

BLUNT AND SHARP

Also BURKE'S IMPROVED

HORSE SHOERS' FOOT VISE

DIES FOR WELDING SHARP CALKS



TRANSFER & STORAGE

an absolutely positive drive. It is claimed that with the single machine made by this company—so called because it is designed for one-man operation—a man can easily and thoroughly clean a horse in 4 minutes. Using the double machine, which is operated by two men, one on each side of the animal, thirty animals can be cleaned in an hour, according to the company's circular.

The importance of keeping a horse well groomed is recognized by every large owner. This groomer, made by the Municipal company is called the Hale groomer and it is claimed its use will save doctor's bills; clean the skin and open the pores, preventing sickness and clean the fetlocks doing away with scratches. It is claimed that one man can thoroughly clean more animals with it than six men can clean with curry comb and brush in the same length of time.

This grooming and clipping machine is attached to the ceiling, the horizontal arm being so arranged that it will describe a circle around the vertical shaft that attaches to the ceiling. The lower vertical shaft is connected to the horizontal arm by a semi-universal joint, enabling it to adjust itself to any position, which combined with the flexible shaft mentioned, makes it possible for the operator to reach every point on the animal. There is a clutch device for reversing the rotation of the brush or stopping it. All that is required to change the groomer to a clipper is to loosen two screws in the end of the flexible shaft handle, take off the brush and put on the clipper, afterwards tightening the screws.

The machine is claimed to be practically indestructible. All gears and clutches are made of the best machine steel and case hardened, and the solid part of each link is covered with fibre to prevent wear and consequent heating.

The groomer is run by electricity, the company being prepared to furnish the proper sizes of electric motors.

The Municipal company has several letters from large users of horses, testifying to the value of the grooming and clipping machine. One of these letters is from Mr. Niebergall, superintendent of stables for Marshall Field & Co., who, it is said, has been using Hale groomers for years. He writes as follows: "The horses like the operation and there is no doubt it is of much benefit to them and tends to keep them in good health. I believe we have less sickness among our horses than any stable of equal size in the country, and think the groomer is entitled to its share of the credit for it."

Hillier's Fireproof Storage & Transfer Co., offices and establishment, located at 413-419 North Fourth street,

are considered one of the show places of Springfield, Ill.; and the fireproof warehouse is one of the most modern and up-to-date of its kind in the country. The company has been established about 4 years and is engaged in the general warehouse and transfer business. The warehouse in North Fourth street is constructed throughout of reinforced concrete and steel, and includes every

modern feature for the safe storage and handling of all kinds of goods.

There is a special piano room maintained at the warehouse, where the instruments are carefully covered and protected, and in another section of the big building is the department where merchandise of all kinds is stored. The firm makes a specialty of storing household goods, fruits, vegetables and produce. The moving van department is fully equipped, and the motto of this branch of the service is the careful handling of all goods entrusted to the company. The company owns a private switching track, and the packing and shipping departments are modeled after the most up-to-date establishments of this kind in the larger cities. All moths and vermin are kept out.

The firm is composed of A. W. and R. J. Hillier, proprietors, both in active charge of the business, and both of whom share in the success of the enterprise. They have extensive connections all over the country and command the confidence of all by whom they are known. They are recognized as business men of unusual ability, and the business has been built up on the basis of absolute satisfaction to every customer. The building has been pronounced by insurance inspectors as the best of its kind in central Illinois. There is a total floor space of 30,000 square feet, and the warehouse is kept clean and is well cared for. The firm is a member of the Illinois Furniture Warehousemen's Association and in this way patrons of the concern are given great advantage.

NEWTON'S Heave, Cough, Distemper and Indigestion Cure



Because it is largely an Indigestion and Blood Remedy. INDIGESTION causes Heaves, Cough, Colic, Scouring or the opposite, Staggers, Vertigo, Intestinal or Stomach Worms, Abnormal Conditions of the Stomach and Bowels. NEWTON'S cures Colds, Cough, Distemper, Death to Heaves. Best package, screw-top can. Absolutely most economical to use. The leader, not a follower. A Veterinary Remedy backed by 23 years increasing sales. Price 50c and \$1.00 per can at dealers' or direct.

THE NEWTON REMEDY CO., Toledo, O.

Two men delivered 17 pianos in one day with this truck.



W. T. SLEIGHT MFG. CO.,
303 Wulsin Building,
Indianapolis, Ind.

If you do not use Eagle Dump Wagons, we both lose money. Address.



THE EAGLE WAGON WORKS,
Auburn, N. Y.

Advertise Your Wants
In

TRANSFER & STORAGE

Results are Assured

Rates on Application.

WANTED

We are in the market for a wagon to carry 25 tons. Also 25-35 and 50 ton jacks. Ryan Brothers, 545 West Lake street, Chicago, Ill.

FOR SALE.

In southern California, Transfer and Storage business for \$15,000. Use both motors and horses. Pays well. Address Box R4, care of TRANSFER & STORAGE, Westinghouse Building, Pittsburgh, Pa.

A transfer business in a thriving Western town with railway and water connections. Fully equipped, horses and auto-trucks, warm climate. For further particulars address Box SF-5, care of TRANSFER & STORAGE, Westinghouse Building, Pittsburgh, Pa.

For
TRUCK COVERS

BAYONNE
WATERPROOF
CLOTH

For
HORSE COVERS

KEEP YOUR MERCHANDISE AND HORSES DRY

"BAYONNE" is the only **PERMANENT** waterproofing process.
Ask your dealer to show you labeled samples or tagged rolls marked thus:

BAYONNE
WATERPROOF
CLOTH

Fabric 1287-Color O-107-X Yellow-recommended for truck covers. Remains soft and pliable.

BAYONNE
WATERPROOF
CLOTH

Fabric 1004-Color H-167-X Brown for Horse covers. See also J B & Co TAN-CO.

Compare BAYONNE treated materials with what you have been using, both as to price and quality. Durability is the final test of cost.

If your dealer will not supply **BAYONNE WATERPROOF CLOTH COVERS**, write us and we will give you names of manufacturers in your locality who will do so.

JOHN BOYLE & CO., Inc. (Established 1860)

Main Office: NEW YORK—Branch House: ST. LOUIS—Waterproofing Works: BAYONNE, N. J.
The largest manufacturers and dealers in COTTON DUCK and AWNING MATERIALS in the U. S.

MANUFACTURERS OF

BAYONNE
WATERPROOF
CLOTH

FOR THE TRADE.

Look for the Trade Mark—a pattern on the head of each nail formed by lines crossing each other diagonally.

The best nail in the world at a fair price—not the cheapest regardless of quality. All shoers can afford "The Capewell."



The Care of Horses

should include the care of their feet. Diseased hoofs will, of course, impair an animal's service and value.

A selection, therefore, of nails which will not break down the hoof or otherwise injure it is all important. It is also essential that the nails should hold the shoes securely.

For shoeing team horses—traveling over all sorts of roads—there is no nail which compares with "The Capewell."

This nail does not crimp or split and wound the foot. It is made of tough material which insures its holding a shoe under most trying conditions.

The Capewell Horse Nail Co.

HARTFORD CONN, U. S. A.

Largest Makers of Horse Nails in the World.

Established in 1866.

Transfer and Delivery Wagons



Soon show the kind of material that has been put into them. Our wagons are carefully constructed with the very best material and workmanship. All lumber used in constructing our wagons is air seasoned. We guarantee the durability of our wagons and they will stand the wear and tear to which this class of vehicles is subjected. Write to-day for our catalogue. Do it now.

KOENIG & LUHRS WAGON CO.

QUINCY, ILL.

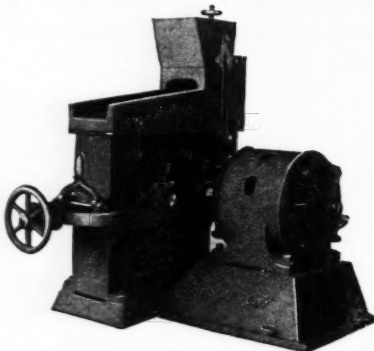
\$\$\$75.00

AND UP

GIBSON PONY OAT CRUSHER

We send them on trial subject to approval.

We are the originators of crushed grain feed.



PATENTED JUNE 8, 1909

READ AND BE CONVINCED

There are over 60 Gibson Oat Crushers in St. Louis.

St. Louis, Mo., October 10, 1914.

GIBSON OAT CRUSHER CO.,

Mr. J. H. Woolsey, Dist. Rep., City.

Gentlemen:—

Replying to your inquiry as to the benefit I am receiving in using the Gibson Oat Crusher, will say:

Since I started it in July, 1913, it has run daily; crushing the oats to feed 52 head of horses.

It has saved me much more than the 15 per cent guaranteed by the builders, as I personally attend to the feeding, and have both weighed and measured the feed. I can state that the actual saving to me has been more than \$75.00 each month. That was when the oats were costing me 44 cents per bushel. With oats at 50 cents per bushel, the saving is much more.

The stock is in even better condition than when I fed the whole oats, and then, too, I have had no sickness among them.

I consider the investment the best one I have ever made, for it nets me more than 300 per cent. I would not be without it, as crushed oats is the most economical food for animals that work.

Very truly,

(Signed) L. E. WESSEL, Prop.,
Southern Boarding and Livery Stable.

Why purchase an inferior when a Genuine Gibson can be bought so reasonable?

Hook a Pony Crusher to a lamp socket and it is ready for business.

GIBSON OAT CRUSHERS are the standard of the world—More of them in use than all others put together—There's a reason. "ASK THE MAN WHO OWNS ONE."

Regularly built either for belt drive or with direct-connected motor. NO GEARS—NOISELESS as compared to any other crusher built.

OUR GUARANTEE is to absolutely save you 15% in your feed bill and put your horses in better condition in every way—build them up in bone and muscle—This guarantee goes with every machine we build.

NO STRINGS TO OUR GUARANTEE—You are the sole judge of its merit. If it fails to fulfill our guarantee to the letter, ship it back—"Gibson pays the freight."

Gibson Oat Crusher Co.

Patentees and Sole Mfrs.

1532-1533 McCormick Bldg., CHICAGO, U. S. A.

Keep a bottle of
COLT'S COLIC COMPOUND
in your stable for the
emergency treatment of
COLIC, CRAMPS, DYSENTERY, ETC.



Satisfaction or your money back.

Price, \$1.50 per bottle, 6 bottles for \$7.50.
Express prepaid.

Order to-day from

COLTS REMEDY CO.

307 East 79th St.,

New York City.

A TREATISE on the Horse— FREE!



We offer free this book that tells you about many of the diseases afflicting horses and how to treat them. Call for it at your local druggist's or write us.

KENDALL'S SPAVIN CURE

is a safe and reliable remedy. It will cure Ringbone, Splint and other bony enlargements. It is also a reliable remedy for Cuts, Sprains, Bruises, Cuts and Lameness. It does the work safely at small expense. Read what James M. Thompson, Fraser Mills, B. C., writes: "Would you kindly send me one of your Spavin Cures? I have a Veterinary book which I paid \$5.00 for, but I believe I can get more satisfaction out of Kendall's Treatise on the Horse. I gave the book you sent me before to another horse owner."

And Mr. Wm. Booth, of Gravette, Ark., writes:

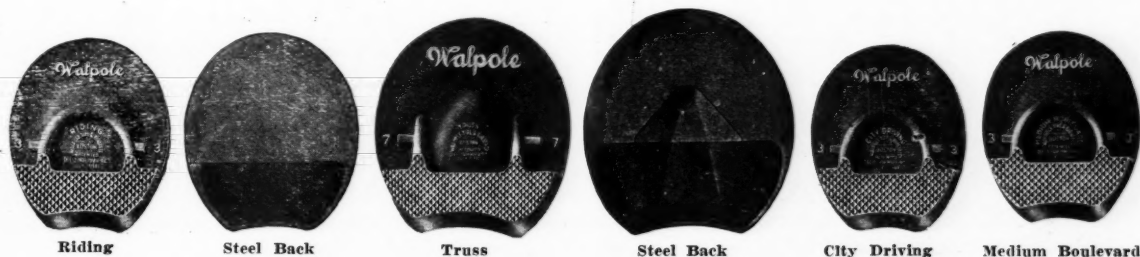
"Your book is worth \$5.00 if only used as an aid in locating lameness. Shoulder lameness is the most difficult for an inexperienced man to locate. It is easy, however, with the help of your book."

Kendall's Spavin Cure is sold at the uniform price of \$1.00 a bottle, or 6 bottles for \$5.00.

If you cannot get it or our free book at your local druggist, write us.

KENDALL'S
IS HORSE
INSURANCE

DR. B. J. KENDALL COMPANY
Enosburg Falls, Vermont, U. S. A.



Walpole

Horseshoe Pads

Steel Back ————— Leather Back ————— Canvas Back

The spring steel plate is what makes Walpole Horse Shoe Pads superior to all others. It not only supports the frog as Nature intended thus preventing both inflammation and contraction—by giving the frog a natural support—but also increases the wearing quality 100%.

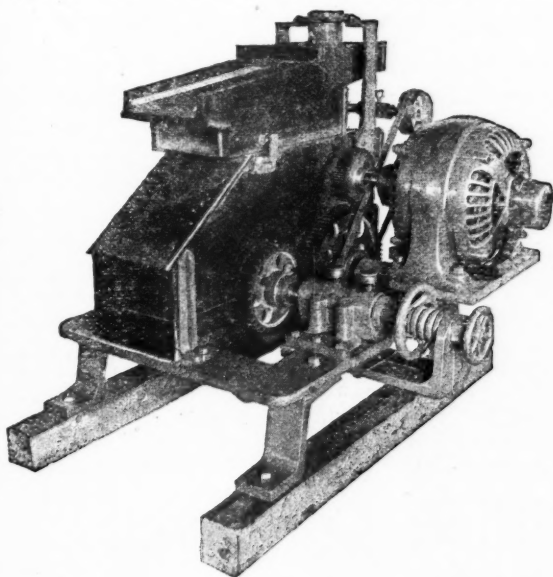
Can be so regulated as to absolutely relieve all soreness or tenderness.

Insist upon the Walpole of your dealer. In the unlikely event of his not having the Walpole write us and we will see that you are supplied.

Walpole Tire and Rubber Company, Walpole, Mass.

BELL OAT & CORN CRUSHER

Why purchase two machines, when one will do the work for less than one-fourth the cost. The "BELL" Crushes Oats or Corn, or both together on the same machine.



Our prices are standard and reasonable, NOT INFLATED

CATALOGS FOR THE ASKING.

Our Agents will talk for us, but our Crusher Talks for itself.

W. L. McCULLOUGH CO.

Patentees and Sole Manufacturers of the

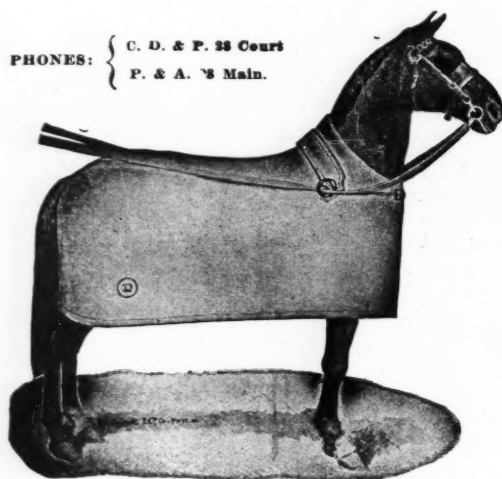
BELL OAT & CORN CRUSHER

YPSILANTI, MICH.

AGENCIES:

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H. B. Fridstein, Room 606, 37 So. Wabash Ave. Chicago, Ill.
G. A. McPhail, 258 Concord Ave. Detroit, Mich.
W. C. Young, 916 Arch St. Philadelphia, Pa.
Guy E. Tracy, 225 Fidelity Building. Buffalo, N. Y.
A. J. Stoltz, 329 Clinton St. Milwaukee, Wis.
I. W. Perry, 1008 Dillon St. St. Louis, Mo.
Sam. V. Thompson, 3213 East 6th St. Kansas City, Mo.
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PHONES: { C. D. & P. 28 Court
P. & A. 18 Main.



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The Original and Only
Manufacturers of the
famous

STAG BRAND WATERPROOF

HORSE
- - - AND - - -
WAGON
COVERS.

FOR SALE BY ALL LEADING SADDLERS
THROUGHOUT THE UNITED STATES.

Pittsburgh Waterproof Co.

435 Liberty Street, PITTSBURGH, PA.



EXCELLO HORSE FEED

Compared with Other Feeds.



Cheaper than Oats Better than Corn and no more trouble to feed.

Excello Feeds are made of the best Alfalfa, Corn, Oats, Linseed Oil Meal and Sugar Cane Blackstrap Molasses that money can buy. They are made RIGHT--they are sold RIGHT--the stock that eat them always feel RIGHT.

THIS IS NO MONKEY BUSINESS.

One ton of oats measures 62½ bushels, or 2,000 quarts, and at 46½c per bushel would cost you \$29.00 per ton, track, St. Joseph.

One ton of EXCELLO HORSE FEED measures 3,200 quarts and at the present price of \$26.50 per ton, f. o. b. Mill, shows on the face of it, this feed is \$2.50 per ton cheaper, and contains 1,200 more quarts to the ton than straight oats. The EXCELLO FEED MILLING COMPANY guarantee that 6 quarts of EXCELLO HORSE FEED is equal in feeding value to 5 quarts of straight oats. In one ton of EXCELLO HORSE FEED you have 533 feeds of 6 quarts to the feed. In one ton of straight oats you have 400 feeds of 5 quarts to the feed. You get 133 more feeds in one ton of EXCELLO HORSE FEED than you do in one ton of straight oats. The actual difference in dollars and cents in just one ton in favor of EXCELLO HORSE FEED is \$9.15. Don't you think \$9.15 is worth saving on just one ton of feed? To be sure you do, but you never had any idea there was that much difference. Just buy one ton and we know you will buy more.

Manufactured and guaranteed by

Excello Feed Milling Company

Saint Joseph, Missouri.

TRANSFER & STORAGE

Molassine Meal

MADE IN ENGLAND

Can be depended upon

Horse owners such as these know their business
and it may save you dollars to read what they say.

BOWLER BROTHERS BREWERY.

Worcester, Mass.

Gentlemen:—I am very glad to give my testimonial in regard to Molassine Meal. At first I refused to listen to your representative in regard to this feed, but I gave it a thorough trial and it has worked wonders in the way of keeping horses on their feed and helping them to get the good of same.

(Signed) BOWLER BROTHERS,
By Thos. Keefe,
Foreman of Stables.

LOWELL GAS COMPANY.

Lowell, Mass.

Gentlemen:—I have used Molassine Meal on the horses in this stable for nearly a year. At first I thought there was no virtue in it, but I find the longer I use it the better I like it. The horses look good and seem to get the good of all the grain I feed them.

I have also noticed that it expels worms, and keeps them constantly on their food.

Very truly yours,
(Signed) D. E. MINER,
Foreman of Stables.

DR. GEORGE S. FULLERS SAYS.

Lawrence, Mass.

Dear Sirs:—I have recommended Molassine Meal for horses that were off their feed, had bowel complaint, WORMS, etc., and it has proven satisfactory.

I have given it a thorough trial in my own stable, and the results are very satisfactory. I think it is well worth the consideration of any man who has horses, if they will feed as you direct.

Very truly yours,
(Signed) DR. GEO. S. FULLER.

You owe it to your horses to give them the benefit of this feed.

Look for this Trade Mark



on every bag.

"MOLASSINE MEAL" is put up in bags containing 100 lbs. Ask your Dealer for it or write us direct.

Molassine Meal prevents colic and indigestion

Have You Had Our Horse Book?

Write us for it.

MOLASSINE COMPANY
OF AMERICA.

324 Board of Trade

Boston, Mass.

TRANSFER & STORAGE

SPRING STEP RUBBER HORSE SHOES

100 Per Cent
Horse Power

No
Slipping

100 Per Cent
Efficiency

Modern Shoe-
ing to Meet
Modern
Conditions



Order a Trial
Pair Through
Your Horse-Shoer
and
Be Convinced

Pointed Remarks

The only REAL Rub-
ber Horse Shoe ever
put on the market.

Write for further
information.

Resilient Rubber One Upright Steel Bar Special Steel Base Rubber Always Grip the Ground. Countersinking and Punching Correct.

perfect Security of Foothold under All Conditions.
NO SPIKES NO CALKS NO SHARPENING

REVERE RUBBER CO. PATENTEES and SOLE MANUFACTURERS **Chelsea, Mass., U. S. A.**

Branches— Boston, New York, Pittsburgh, Chicago, New Orleans Spokane, San Francisco, Seattle

